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LEWIS & DRYDEN'S

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RAILWAY GUIDE.

H. R. LEWIS, MANAGER.

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PORTLAND, OR.

ISSUED ON THE 10th DAY OF EACH MONTH.

MELVIN G. WINSTOCK, Traveling Representative.
W. J. JONES, Agent, Port Townsend, Wash.
O. ELVRUM, Traveling Subscription Agent.

ATTENTION!

Railroad and stage officials in the Northwest will confer a favor on the traveling public by informing us of any contemplated change in time, or other matters of importance in connection with their respective lines.

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Picked Up En Route.

THERE is a good deal of red tape work connected with railroads. While on the train, a few days ago, a lady lost a trinket valued at about one dollar and thirteen cents. She reported her loss to the conductor and he and the porter made a thorough search for the missing article. They did not find the same. Then they went through the car and secured the name of each passenger. This list accompanies the report. There will be about fifty dollars worth of effort expended to search out this missing article of the value of one dollar and thirteen cents.

* *

AS the Hotel Spokane charges a first class price, it lays itself open to be criticised as a first class hotel. While the house has a good location and fair rooms, it is poorly managed and consequently is losing the better class of patronage. The waiters play baseball with biscuits in the dining room, the night clerk asks silly questions and makes many very bad breaks, while the table, notwithstanding a very long drawn out bill of fare, is not so good as a second rate hotel in most cities. The hotel, in addition to this, is very poorly advertised. It is said that the rent of the house alone is \$3000 per month. It is doubted if the whole institution takes in that much. It may be gathered from this how profitable a business enterprise the Hotel Spokane is.

* *

THE immigrant train rushes into the depot! It bears hundreds who hope to achieve fortune in a new country. Watch the excitement, hurry and bustle. The weeping children, the weary mother, the many bundles, forgotten parcels, the helpless stare tell the story of hardship and difficulty. He may fall into good hands or the sharks may get hold of him. If he comes in contact with the latter, he will be lighter in pocket but infinitely wiser in a few days. Few among the thousands of new comers really know what it means to suddenly pull up stakes and challenge fortune in a new land. Most men are filled with visions of an El Dorado where the climate is so genial and the soil so fertile, that the earth will yield forth its fruits almost without effort. That is why few succeed and many fail. Still the incoming trains are loaded down with thousands of new comers. The majority of them are almost without means. This is not unnatural, as men of means are generally satisfied to remain where they are.

WHILE in Spokane, I had the pleasure of meeting Mr. Haywood, the manager of the Auditorium, one of the finest Opera Houses on the Pacific Coast. This palace of amusement is superbly finished and managed with great skill. Beyond doubt it is the most successful institution now in operation in that city. Mr. Haywood is not only popular with the profession but he is a general favorite with the public. Since he began to administer the affairs of the new theatre he has brought to Spokane the very best attractions that come to the Pacific Coast. A glance at the crowds that pour into the theatre on the night of some sterling attraction does more to convince one of the metropolitanism of the Falls city than anything else that I know of. Mr. Haywood is extremely cordial to all representatives of the press.

* *

SOME traveler said the other day, that it was whispered in railroad circles that the colored Pullman porter was sure to go. I hope not, sincerely. The negro porter, with his saute manners, is a feature of traveling life which I should for one be sorry to miss. The English servant is very obsequious, the French is excessively polite, but the negro combines all the good qualities of both the English and French, and in addition has a way of anticipating one's wants that makes him really the prince of attendants. I ran across a waiter the other day, however, that rather surprised me. I did not order quite fast enough to suit his ebony highness. He rebuked me quite broadly for causing him so much trouble, wanted me to give all my order at once. I knocked him off his pins in my own peculiar way. In a tone of excessive kindness I said: "I am sorry to have broken the rules of this car. I had no idea that it was the province of the waiter to dictate to the patron the manner in which he should eat. You will perhaps pardon me, as I have not been on this car before, but you are an ass and as I am a railway official you will probably not be on the road after this trip." The sudden winding up of my mildness changed things a bit, and my slow and indifferent waiter soon had for me the best the land affords."

* *

I STRUCK Pasco recently while one of those delightful sand storms was in progress. Now I have a warm admiration for a town so full of glowing enterprise as Pasco, but how any man can "keep his eye on it" despite the sand is more than I can tell. I was not upon her streets five minutes but the real estate was so active during that time that I got my eyes, nose, mouth and pockets com-

pletely filled several times the sand day will be fully fifty and during lowed to caution, it was covered white dust.

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pletely filled, and in fact was chewing dirt for several hours thereafter. Notwithstanding the sand, Pasco has the location, and some day will be a great and prosperous city. For fully fifty miles we were in the sand regions, and during that time not a crevasse was allowed to be open in the cars, and despite all caution, in a few moments every thing in sight was covered with a thick coating of this fine white dust.

* *

SINCE Edward Bellamy wrote his "Looking Backward," every crank in the land and many intelligent men as well, have been discussing the advisability of governmental control of railroads. The experience of our own country shows thus far that where the government had to do with the control of railroads it was not a monumental success. The time is not ripe to take out of private hands the construction and operation of the roads. Australia, that sends us such fine fighters, has tried the experiment and the result has been, according to a late report, lamentable. Roads have been constructed not because they were needed but because those who advocated them had a political pull. Superfluous officials are retained on the pay-rolls of the railways because they have backing. Politics so came to dominate the service that recently the colonies have found it expedient to appoint non-political boards of commissioners, holding office for life, to manage the railways. The development of the country by the railways has been most slow. Railway rates have been reduced, but not to the level of those prevailing in the western states. The roads are of three gauges and an extended journey means frequent changes of cars.

M. G. W.

RATTLE OF THE WHEELS.

Mr. Geo. W. Hunt will soon be at home. When he arrives some important developments may be looked for in Northwest railroad circles.

Some magnificent vessels are being turned out of the Portland ship yards. Some of the speediest steamers on the Sound were constructed in Portland.

Mr. Joseph J. Hall has been appointed assistant superintendent of the Manitoba division of the Northern Pacific, with headquarters at East Grand Fork.

Alexander Center, jr., is reported to have been appointed general agent of the Pacific Mail for the Pacific coast. He is at present the company's agent in Yokohama.

Jim Hill is not doing much talking, but every day or so he makes a contract for the construction of more miles of road. It would

be no surprise whatever to hear the rumble of his engine into Portland in time to share the great World's Fair traffic that must come to the Pacific coast.

The shipping interests of Portland have not suffered this season. Many large cargoes have gone out of this port, and many more will load here before the season is over.

Mr. A. D. Charlton and Mr. Charles S. Fee, during the latter part of March, visited all the important offices along the line of the Pacific division of their prosperous road.

The South Bend and Gray's Harbor trade is increasing at an incredible rate, and Portland will have to pay special attention to the wants of this locality or jeopardize a valuable source of commerce.

The Hunt system of railroads, which was recently acquired by the Northern Pacific, was turned over to the latter April 1. Arrangements are now in progress for the operation of the system by the Northern Pacific which will result in a change in the present districting of the divisions of the road.

All the railroad companies, both local and transcontinental, have made preparations to handle the increased travel which always comes with the opening of spring in this section of country. With additional trains, however, all the roads are taxed to the utmost to handle the vast throngs that are daily landing in the Northwest.

Within ten days 500 men will be put to work on the Northern Pacific extension to South Bend, and within a month work will be renewed on the Green River & Northern road. The second bridge across the Chehalis river will be finished within a week. The non-completion of the bridge has delayed the work, as it has been difficult to get supplies across the river.

D. B. Jackson, of the Puget Sound & Alaska Steamship Company, has gone to New York to see about the building of his new steamer City of Tacoma. The new boat has been building in Eastern waters for some time and is now nearing completion. She will be one of the largest and best steamers the Sound has ever seen. The steamer will arrive here the coming summer and will be put into service immediately.

Mr. A. D. Charlton, of the Northern Pacific, who has just returned from a tour of inspection, says "the Gray's Harbor country will be greatly benefited by the additional train that the Northern Pacific put on recently. For instance, the train that leaves Portland at seven o'clock in the morning will give the

Gray's Harbor people their Oregonian in the evening of same day, twenty-four hours earlier than they have been receiving it. People wishing to visit Gray's Harbor can make the trip from Portland in one day. Of course we expect to make money out of the enterprise, and we have no fear but that it will be a paying investment."

General Superintendent McNeil, of the Union Pacific system, has appointed Edward Cookingham superintendent of the Oregon division, with headquarters at Portland, Or., vice Mr. A. H. Crocker, resigned. Mr. Cookingham has been connected with the company in various positions since 1882, and has always been a courteous and efficient officer. His many friends will be pleased to hear of his deserved promotion.

An *Oregonian* reporter recently quoted Mr. A. D. Charlton, of the Northern Pacific, as saying there were no developments in the South Bend country. This was a flat error. Mr. Charlton is particularly enthusiastic over the prospects at Willapa harbor. He said: "Everything is booming at South Bend. Real estate men are reaping a harvest. I know of four firms that have quit business in Tacoma and gone over to South Bend. I have great faith in the future of that country."

The railroad commissioners of Oregon, after doing considerable traveling about, are now enjoying a much-needed rest. They returned from their tour of inspection of the Southern Pacific lines, both on the east and west side of the Willamette, about a week ago. They made their report regarding the condition of the east-side road, which was published at the time, but they have not as yet given out any information as to the condition of affairs on the west side. They will next inspect the lines of the Union Pacific.

President Van Horn, Chauncey M. Depew and H. Walter Webb have completed a deal by which the New York Central lets the Canadian Pacific bring its freight and passenger trains over the West Shore and the Central, with as good facilities as the New York, New Haven & Hartford gets. The Canadian Pacific will come down from Brockville, over the new bridge which is to be built at that point, by way of the Rome, Watertown and Ogdensburg to Utica. No Canadian Pacific trains will come over the Vanderbilt lines by way of Buffalo, or Suspension Bridge at present, although this may follow if the Canadian Pacific completes its line either to Buffalo or the bridge. After the main points of agreement had been reached at the conference at the Grand Central station, Mr. Van Horne declared the war was at an end.

There is scarcely a town or city in the entire state of Washington that does not owe a large share of its prosperity to the intelligent management of the Northern Pacific railroad. The policy is judicious and far seeing. Prosperous communities mean good business for the railroad, and good passenger and freight traffic bring dividends, and profit is what all men seek to a smaller or greater degree. A few corporations like the Northern Pacific in active operation in Oregon would pave the way for a future of that state which would be the wonder of western progress and development.

The Northern Pacific Terminal Company has decided upon the establishment of demurrage rates on all cars handled, according to the following schedule, as promulgated by C. W. Johnson, manager: Commencing April 1, a trackage and car rental will be charged on all loaded cars not unloaded within forty-eight hours (exclusive of Sundays and legal holidays) after being placed on delivery track, and on all outbound cars held longer than forty-eight hours for want of billing instructions. Such demurrage charges will be as follows: For the first five days after such forty-eight hours, \$1 per car per day, or fraction thereof; for the second five days, \$2 per car per day, or fraction thereof; and for each ensuing day, or fraction thereof, \$4 per car per day, until in either case the car so chargeable is unloaded or its shipping instructions are furnished.

R. Koehler, manager, and L. R. Fields, superintendent of the Southern Pacific have just returned from their monthly trip over the company's lines. Said Mr. Koehler: The company is expending considerable money in locating the track. "Our roadbed will be made as strong and substantial as that of any road in the country. All bridges have been carefully examined, and, while no weak spots have been found, several of them have been strengthened in order to make them more steady. Our road is in such a condition now as to bear inspection from the most severe railroad commission. The rumor that we intended to take off the Roseburg mail is without foundation. Both the Roseburg and Albany trains pay the company a good profit, but even if they only paid expenses the company would keep them on for the convenience they offer our patrons."

St. Helen's Hall, one of Portland's noblest educational institutions, was dedicated on the 31st of last month, with most impressive ceremonies. St. Helen's Hall, as a school for the higher education of young ladies, stands second to none in the whole country.

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An Important Decision.

The Supreme Court of Michigan recently rendered a decision sustaining the right of the Legislature to fix the maximum rates for the carriage of freight and passengers. In 1889 a law was passed limiting passenger fares on certain roads to 2 cents a mile, and a passenger who tendered that amount to a ticket agent in payment of a fare and was refused brought an action for damages against the company. The court was governed in its decision by the ruling of the Supreme Court in the United States in the case of *Munn* against the State of Illinois, in which it was held that the action of the Legislature as to what constituted a reasonable charge was conclusive. In other words, when the Legislature determined that a railway company could only charge 2 cents a mile, the court could not inquire into the reasonableness of the charge. It was contended on the trial that the Supreme Court of the United States had receded from its position in the *Munn* case in declaring illegal the order of the Railway and Warehouse Commission of Minnesota reducing the charges for carrying milk from 3 cents to 2½ cents per gallon. The Supreme Court of Michigan, in sustaining the law of that state fixing maximum rates, denied that the Supreme Court of the United States had overruled its decision in the *Munn* case, the ruling in the Minnesota case being merely to the effect that the Legislature could not delegate to a commission the right to fix railway charges allowing to the railway company a judicial investigation as to the reasonableness of such charges. If, however, the Legislature should exercise that power itself, no court could call its authority in question. The Michigan Legislature having fixed the charges, the law was held valid and binding. The case will no doubt be taken to the Supreme Court of the United States.

L. MacLean & Co.

In this month's GUIDE L. MacLean & Co., of Spokane Falls, call special attention to the rapidly developing Big Bend country. This section has 5,000,000 acres of the richest agricultural and stock raising lands in the world, and land can be had there now at prices which in six months could not possibly be duplicated. L. MacLean & Co., are thoroughly trustworthy. They make no big boasts or vain promises, but offer judicious investments based upon conservative statements. The firm is now locating large numbers of actual settlers on the lands of the Big Bend country, and Mr. MacLean stated to the editor of the GUIDE that he will cheerfully and promptly answer inquiries from all sources.

MUCH PLEASED.

The Oregon Improvement Officers Return From the Sound Country.

W. H. Starbuck, president, and C. J. Smith, general manager of the Oregon Improvement Company, returned a few days ago from a tour of the Sound and an inspection of the company's properties there. This is Mr. Starbuck's first visit to the Sound. He was in Portland in 1879. He says the growth of the city since that time and the substantial nature of the improvements is a marvel to him. He went all over the company's properties on the Sound with General Manager Smith—coal mines, railroads, etc., and finished at Anacortes. He expresses himself as more than pleased with what he saw and with the future prospects of the company. He was especially pleased with Anacortes and the Skagit country tributary to it, with its great wealth of timber, coal and iron, which is as yet only partially developed, and says the company will probably go right ahead with the extension of the Seattle & Northern railway up the Skagit valley. He thinks the growth of Anacortes, from nothing to a population of 2,500 in one year, is something wonderful—in view of the fact that Seattle, in twenty years from its settlement had only 3,000 people, and says he was astonished at the number of fine buildings erected there, hotel, banks, stores, etc., and the evidence of large amounts of money spent in all directions. The resources which tended to build up Seattle were principally between that city and the Cascades, and the great Skagit valley, which is now tributary to Anacortes, will aid in building up that city. A grain elevator is to be located there with assurance of common rates for handling grain with other points on the Sound. This elevator will also handle the enormous outcrops of the Snohomish flats, which produce the largest crops of this grain raised in Washington. Mr. Starbuck is now in Southern California, to inspect a railroad owned by the company in that section. He will visit Portland again in June.

The Big Bend country in Eastern Washington is assuming an importance in the public eye, that warrants investigation by investors. The public domain is being so completely settled that land of every description in the Northwest is appreciating in value with remarkable strides. L. MacLean & Co., of Spokane Falls, is a firm that devotes its special attention to the Big Bend country. A letter of inquiry to this firm will receive careful attention. These gentlemen are exceedingly conservative in their operations, and any statement made by them can be firmly relied upon.

RULING in every style for Blank Books, Blanks, Stationery and Advertising purposes. **MESTON & DYCERT**, Oregonian Bldg., Portland

18

LEWIS & DRYDEN'S RAILWAY GUIDE.

The Great Northern.

The extension of the Great Northern railway through Western Montana and across Idaho and Washington to the Pacific ocean, is being pushed with vigor, and notwithstanding the recent financial crisis and the money stringency that followed in its wake, the company apparently has plenty of money at its command to complete the big undertaking that now engrosses its attention. The extension, when completed, will be about five hundred miles long, and will give the Pacific Northwest its third direct overland route. There is not much doubt but what the extension will be completed to Spokane Falls by the end of the year. Probably another year will elapse before tide-water is reached. What point it will make its tide-water terminus is still an interesting question to be settled, although it seems to be a matter of certainty that it will have Portland, Tacoma and Seattle as terminal points by means of a branch line it is going to build between those points. When the road finally reaches tide-water it would seem that something definite would result from all the talk that has been indulged in about a trans-Pacific steamship line between Puget Sound and China and Japan ports. Such a step is certainly among the possibilities, with the Northern Pacific, Great Northern, and Pacific Mail as the interested parties.

The advertisement of Messrs. Staver & Walker, will grace the back cover of the GUIDE this month. This shows not alone the enterprise of that great firm, but is also evidence that the GUIDE is recognized as an invaluable public medium by the most substantial business institutions of the Northwest. The circulation of the GUIDE is constantly growing, its editorial department is ably conducted, while in its service to the traveling public it has fully kept abreast of the times. The leading newspapers of the country quote from its pages, and we are in receipt of frequent letters, testifying to the general appreciation with which this publication is regarded. Staver & Walker understand thoroughly the value of all the advertising mediums of the section, and their patronage is a substantial complement to the GUIDE. It is hard to find a more enterprising and intelligent firm than that of Staver & Walker.

Business is on the improve in all localities. With the slight dullness that was felt for the last few months the Northwest still has a bright record. There were far less failures on the Pacific coast than in any portion of the United States

Railroad Responsibility.

The attempt to hold superior officers responsible for the negligence or carelessness of subordinates, as exemplified in the New Haven and Hartford tunnel disaster, presents a proposition that will hardly hold in equity or law. If highest officials are criminally responsible for every accident that may occur upon their line, and which in the natural course of events in all likelihood will occur, when all intermediate officials must be equally responsible down to the one whose special duty it is to hire the subordinate whose acts may or may not cause the accident. Such a proposition, if good in law, would amount to a complete paralysis of railway service. Every officer would then know that his services are simply equivalent to arrest and imprisonment, being well aware that accidents are sure to occur even with the best of management. The criminal responsibility for railway accidents is a subject that cannot be handled too carefully. In such cases it is always a delicate question to determine where criminality begins and where unavoidableness ends. The proposition to make the responsibility cumulative is absurd to say the least.

WILBUR.

Amongst the young cities of Eastern Washington, which are at present attracting the attention of capitalists and business men, none are so popular from natural location as well as wealth of undeveloped resources, as Wilbur, in the heart of the Big Bend of the Columbia. Nearly all of the original townsite, lying along the banks of the Wilbur creek, has been selected for business and mill purposes, the flour mills being amongst the finest in the State.

The residential quarter lies south of the town on Mr. Jno. Thomson's addition to the city, which is a fine property splendidly situated on gently rising ground with a magnificent view of the surrounding country and mountains, the Cascades often appearing not more than ten miles away, whilst in reality they are 150 miles. Much of this property, which was put on the market last fall, has already been disposed of and a large brick school house, situated near the center of the property, erected and opened. A fine spring bursts from the hill near the school house, giving facilities for making the hill side blossom like a rose.

FOUR TRIAL NUMBERS.

With great premium offers, on receipt of 10 CENTS, and addresses of 10 MARRIED LADIES. Only 50 cents a year. Best monthly in the world, for the price. Address **WOMAN'S WORK, ATHENS, GEORGIA.**

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WORK, ATHENS,

ROAD SERVICE WATCH

Specially Adjusted to Resist Extremes of Dryness and Moisture,
High and Low Altitudes, Heat and Cold.



PRESENT NET PRICES:

Open Face,

\$22.48

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\$24.48

FOR SHORT TIME ONLY.



PRICES HERETOFORE:

Open Face,

\$35.00.

Hunting,

\$38.00.

AND WERE CHEAP THEN.



THIS WATCH is one which dwellers on the Pacific Slope will find exceptionally valuable and trustworthy, as it is specially made to meet the climatic conditions of that part of the country, and yet not be unfavorably affected if carried in other localities. The movement is made by the famous Illinois Watch Co. of Springfield, Ill., and the entire product is controlled by us hence cannot be obtained elsewhere than from us. It is fine gilt, full ruby jeweled throughout, 4 extra pairs set in solid gold setting, has quick-train, straight line escapement, patent regulator, reversible centre pinion, fine double sunk enameled dial, stem winder and hand setter and is adjusted to heat, cold and position. It is unexcelled as a time-keeper for railroad or other service and is fully warranted.

The case is made by the celebrated Jan. Boss Watch Case Co., known throughout the world for its superior wearing qualities, workmanship and elaborate hand engraving. They come in assorted designs and are warranted 15 years to wear and look like solid gold.

As we control the entire product of this movement, we are enabled to make the above extraordinary low price, for a watch the equal of which cannot be obtained elsewhere for double the money.

On receipt of \$1.00, to guarantee the express charges and as evidence of the good faith of the person ordering, we will forward the watch by express, C. O. D., subject to examination. This sum will be credited on the bill. If the watch comes up to your expectations, so that you are satisfied you are getting full value for your money, you can pay the balance to the express agent and keep the watch. If not you can instruct the agent to return it to us, at our expense.

OUR REFERENCES—Your local bankers, the commercial agencies, any express company doing business in Chicago, the Prairie State National Bank of Chicago and the publishers of the RAILWAY GUIDE.

On receipt of 10 cents to cover postage we will send a copy of our No. 16 160 page illustrated catalogue, just out and the finest and most complete volume of the kind ever gotten up.

JOS. P. WATHIER & CO.,

Established 1874.

Wholesale Dealers in Watches and Jewelry,

178 West Madison St., CHICAGO, ILL.

The publishers of the RAILWAY GUIDE endorse this firm as being strictly reliable.

When answering this advertisement mention the GUIDE.

BLANK BOOKS

ON HAND AND TO ORDER of every size, style and description. **BEST WORK LOW PRICES.** Send for sample patterns and prices.
MESTON & DYCERT, Oregonian Building, PORTLAND

20

LEWIS & DRYDEN'S RAILWAY GUIDE.

The New Census.

The census has at last been completed. Chicago is now the second city in the Union. In 1880 she had but 503,000 and Philadelphia 846,000. Only ten years shows Chicago with 1,098,000, a gain of over half a million, while Philadelphia has 1,046,000 a gain of but 200,000. It looks now as though New York would soon be playing second fiddle to Chicago as well. In 1880 New York had 1,206,000 and now she has 1,513,000, or a gain of little over 300,000. The South is also shown to be waking up. Atlanta, with 34,000 in 1880, now has 65,500, nearly doubling her former population. Birmingham, Ala., with less than 10,000 in 1880, now has 26,000. San Francisco's increase has been a little disappointing, but she has passed Cincinnati in the race in a handsome manner and is now 8th, pretty far behind Baltimore with her 433,000.

The Atlas publishers will reap a harvest this year, as the census statistics and new maps, etc., causes an immense boom in the business. We take the above figures from the Standard Atlas of the World, which will in all probability sell by thousands, as it is one of the most complete and accurate works of the kind we have ever seen.

It is safe to say that the first agent in the field will fairly coin money, as we all want the new census statistics and the new features in this Atlas which commends it to everybody. The History Company of San Francisco, the well known Publishers, control the Coast rights. They want agents, and we call attention to their advertisement in another column.

THE

Washinton Life Ins. Co.

OF NEW YORK.

CONDENSED STATEMENT.

January 1, 1891.

Assets.....	\$10,790,384.21
Reserved for Policies, N. Y. Standard & per cent., and all Liabilities.....	10,382,314.08
New Insurance.....	10,638,473.00
Outstanding Insurance.....	49,397,328.00
Paid Policy-Holders in 1890.....	1,289,095.28
Paid Policy-Holders since Organization. 19,158,554.50	
Income, 1890.....	2,565,444.05

ASSETS INVESTED AS FOLLOWS:

Loans Secured by Mortgages on Real Estate, First Liens.....	\$8,978,092.92
New York City Bonds.....	271,312.50
Brooklyn Water Bonds.....	144,000.00
Richmond (Va.) Bonds.....	10,300.00
Loans to Policy-Holders on Co.'s Policies	
Collateral Loans.....	277,529.58
Real Estate, Cost Value.....	7,500.00
Cash in Bank and Trust Co.'s.....	515,175.36
Interest Accrued, Premiums Deferred and in Transit, Etc.....	125,298.19
	400,230.76

\$10,790,384.21

The Railway Hog.

Representative Watson, while in a humorous mood, introduced the following bill in the Illinois house the other day:

That in addition to the officers and employees of all railroads incorporated under the state of Illinois there shall be employed by each railroad company in this state a man who shall not weigh less than 300 pounds, who shall be known and designated as the "hog killer," whose duty it shall be to have an elm club to kill all hogs on the trains who occupy two seats when they only pay for one. In case of death there shall be no coroner's jury to investigate the cause thereof. This act to take effect immediately upon its passage.

Messrs. H. Bolster & Co., real estate brokers of Spokane, are among the most enterprising business firms of that growing community. They have been at the head of every public movement and have contrived, by upright dealing, to gain the entire confidence of the community. They have a long list of patrons for whom they have been transacting business and making investments satisfactorily for years. They merit every confidence.

500 DOLLARS

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THE NEW STANDARD CENSUS ATLAS OF THE WORLD.

All the new 1890 census returns, revised maps, showing the New States, New Counties, New Railroads, New Post Offices, &c., &c.

BEAUTIFUL

Indexed diagrams of the principal cities, showing the streets, parks, &c., colored charts and diagrams, valuable statistics, political history of the United States, &c. 1,000 reference tables, 500 fine engravings.

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AGENTS! Everybody wants the census statistics. You have a golden opportunity for money making. Don't waste time waiting, but send \$2.00 for the elegant outfit at once. Remember,

ONE MILLION

Atlases will be sold during 1891 on account of the new census, and this is the first and best in the field. Address,

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BEST WORK.

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THE LEADING BINDERS

OF THE NORTH PACIFIC COAST.
Promptness Best Work, Low Prices. **MESTON & DYGERT**
Oregonian Building, PORTLAND.

LEWIS & DRYDEN'S RAILWAY GUIDE.

21

IMMIGRATION.

The statistics of immigration for 1890 are now complete. The following official table shows the number of emigrants from all countries, except Canada and Mexico, for the years 1889 and 1890:

	1890.	1889.
Bohemia	7,786	2,854
Hungary	24,904	15,743
Other Austria (except Poland)	30,815	23,773
Denmark	9,953	8,594
France	6,684	6,117
Germany	96,482	95,935
England and Wales	55,859	62,500
Scotland	11,396	14,939
Ireland	53,812	60,375
Italy	62,492	29,606
Netherlands	4,414	6,330
Poland	19,737	4,366
Russia (except Poland)	40,883	35,474
Sweden and Norway	43,197	42,419
Switzerland	6,791	7,388
All other countries.	16,781	12,042
Total	491,026	428,712

Of the immigrants arriving in this country during 1890, 398,396 were landed in New York, 30,971 in Boston, 29,125 in Baltimore, 23,434 in Philadelphia, 4,800 in San Francisco, and 4,306 in New Orleans.

First Hotel Runner—This way for the Grand Hotel, sir. Only hotel in town with electric lights, steam heat in every room, passenger elevator, baths, billiard parlors, all modern improvements. Three dollars a day. Free bus right here, sir.

Second Hotel Runner—Acme Hotel, sir. Four dollars a day; fifty cents to ride up. Proprietor pays the help out of his own pocket.

(Passenger fairly tumbles into the second bus).—Puck.

The fifty largest libraries in Germany possess about 12,700,000 volumes, against England with about 6,450,000 and North America with about 6,100,000 volumes.

PENOBSCOT HOUSE.

Snohomish, Washington.

JOSEPH MALLETT PROPRIETOR.

* * The Finest House North of Seattle * *

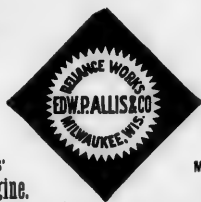
Sample Rooms for Commercial Travelers.

Free Bus To and From All Trains.

Cœur d'Alene Railway & Nav.

Saw Mill
MACHINERY.

Flour Mill
MACHINERY.



REYNOLDS'
Corliss Engine.

MILL AND ENGINE
Supplies.

Send for our Catalogues.

As he entered the car at East Buffalo he saw at a glance that there was one seat with a young lady in it, and he marched straight down the aisle, deposited his grip and overcoat, sat down and familiarly observed:

"I entirely forgot to ask your permission."

"That's of no consequence," she replied.

"Thanks. Traveling alone, eh?"

"Almost, but not quite. My husband is in the smoker, my father and brother are in the seat back of us, and the two gentlemen across the aisle are my uncles. The conductor, who is a cousin of mine, has just gone forward, but will return soon, and I will introduce you to my aunt if you will go back a few seats."

"Aw! aw! I see!" gasped the man; and the floor of the car suddenly became so red hot that he picked up his baggage and his feet and lit out for the next one ahead.—**New York Sun.**

A wellknown electrician, being requested to state within what distance an electrical train could be brought to a standstill without blocking the wheels when running at a speed of 125 miles an hour, estimated the distance at 7,000 feet, or a little more than a mile and a quarter. Assuming these figures as correct, it would demonstrate the utter futility of using such high rates of speed, even when their possibility has been accomplished, for any other purpose than very long distances. It is estimated that to make this stop for a weight of 40 tons would require a break pressure of 5,000 pounds. In order to attain this speed a locomotive of 530 horse-power would be required.

Mineral oils were exported from the United States in July, 1889, to the amount of \$4,600,906, as against \$4,140,942 in July, 1888. For the seven months ending July 31, 1889, the amount was \$28,187,483, against \$25,872,554 in the same period of last year.



Improved EXCELSIOR INCUBATOR

Will hatch larger percentage of fertile eggs at less cost than any other hatcher. Send for Illinois Catalog, GEO. H. STARK, Quincy, Ill.

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MPANY,
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A Strong Endorsement.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

OFFICE OF THE GENERAL AGENT,
601 KANSAS AVE.

T. J. ANDERSON, General Agent.

Topeka, Kan., 3-19-1891.

LEWIS & DRYDEN'S RAILWAY GUIDE,
PORTLAND, ORE.

GENTS: Some one has been sending me a copy of your GUIDE every month. They fill the bill exactly. I would like *several* copies if possible. There is a heavy travel from here to Oregon and Washington and the GUIDE is just what we need. Please have the roads interested help me out. All travel from here goes via Denver and Portland.

Yours truly,

T. J. ANDERSON, G. A.

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GREAT ROCK ISLAND

— AND —

ALBERT-LEA-ROUTES.

Connect with every Northern, Central or Southern Trans-continental Line going East and give travelers, either first or second class, choice of routes on solid vestibuled daily trains from PORTLAND and all points in Oregon and Washington, to CHICAGO via SALT LAKE, DENVER and KANSAS CITY; to CHICAGO via OMAHA and COUNCIL BLUFFS; to CHICAGO via MINNEAPOLIS and ST. PAUL.

Elegant Day Coaches, Pullman Palace Sleeping Cars, Pullman Tourist Sleeping Cars, Free Reclining Chair Cars and Palace Dining Cars.

Apply for tickets to any Coupon Ticket Agent and be sure that one coupon of your ticket reads

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G. T. & P. A. C. R. I. & P. Ry.,
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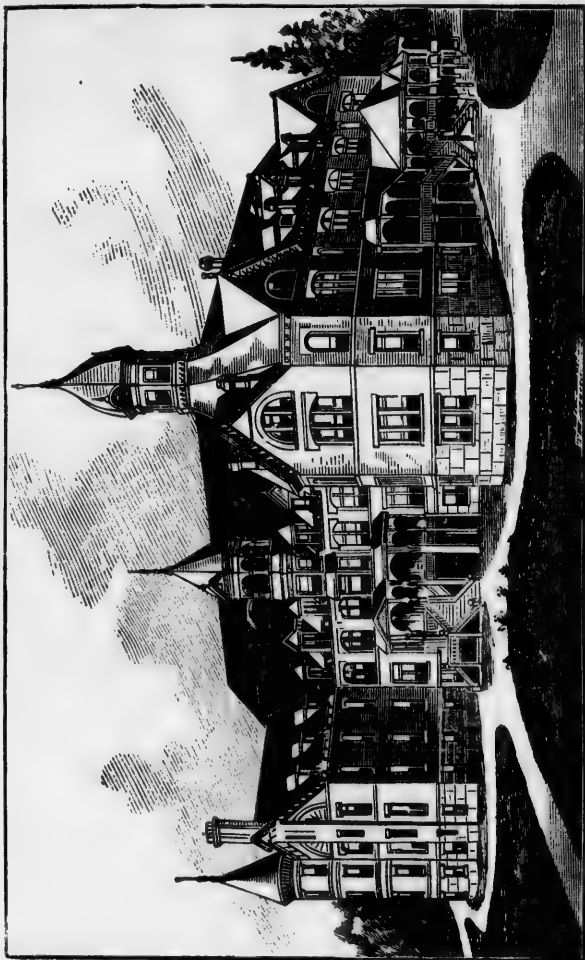
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Special attention paid to the health, manners, and morals of the pupils.

Delightful Surroundings. Walks and other Exercise for Pupils daily.

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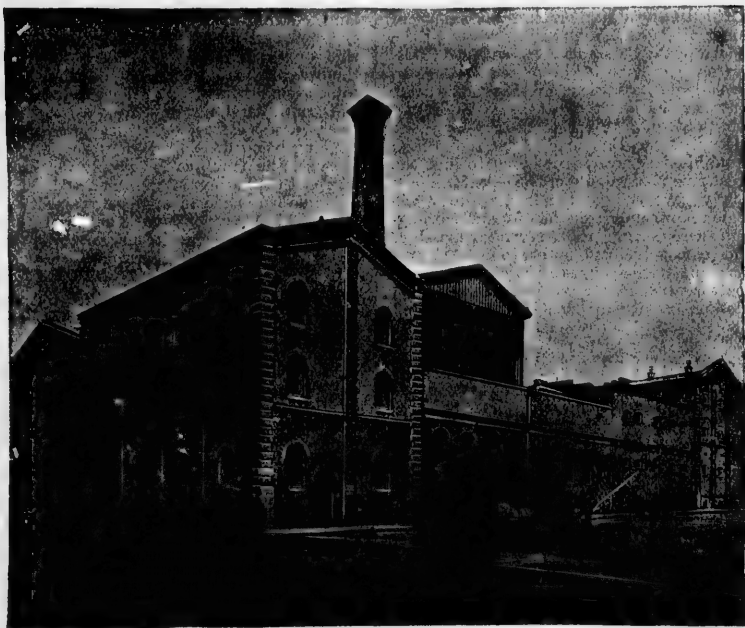
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WEINHARDS' BREWERY

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Annual Capacity, ♦ 100,000 Barrels.

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HENRY WEINHARD, Proprietor,

PORTLAND, OREGON.

THE GRAY'S HARBOR BASIN.

The Pacific coast line of the new state of Washington is deeply indented by a cone-shaped bay, which extends eastward for a distance of about eighteen miles, with the greatest width of fourteen miles, tapering regularly until it ends in a large river. Its broad base resting against the Pacific, is almost landlocked by two long capes which put out from the main land. This big bay is called Gray's Harbor, and was named in honor of Capt. Gray, the discoverer of the mouth of the Columbia river—the bold Boston navigator, to whom we, as Americans, owe all our possessions on the Pacific coast between the strait of Juan de Fuca and the Columbia. It was Capt. Gray's discovery of the Columbia, after the British captain, Vancouver, had failed to find the great river, which, under the law of nations, finally gave the United States the whole region now comprising the state of Washington. Gray named the river from his ship, and someone, now unknown to history, gave his name to the largest inlet on the Pacific coast between the bay of San Francisco and the Fuca strait which leads to Puget Sound.

[The following description of Gray's Harbor is taken from the "Wealth and Resources of Oregon and Washington," published by the Union Pacific Ry. Co.]

This bay is another arm of the Pacific ocean, about forty-five miles north of the mouth of the Columbia river, reaching into the southwestern portion of the state, in Chehalis county. It performs service in the same manner as Puget Sound—penetrating and unlocking resources similar in character, if not in extent, otherwise difficult of development.

The harbor is a body of water navigable for fifteen miles inland to the mouth of the Chehalis river, its principal tributary, which drains the beautiful and fertile valley of the same name. The entrance to the bay from the Pacific ocean is over a mile wide. This has its channel, with 22 feet of water at low tide, 1500 feet in width. The bay is twelve miles across at its broadest part, and has nearly ten square miles of anchorage, with over 25 feet depth of water at lowest tide. The rise and fall of the tide is from 8 to 14 feet, and the harbor is well sheltered and very placid. There is here, as there is with all harbors on the coast, a bar at the entrance. This carries naturally over 30 feet of water at high tide. The bar is of sand and without rocks. It is unshifting and therefore not deceptive; and the channel is clearly defined and plainly indicated by a

line of breakers on either side. By no less than twenty rivers and streams are the waters of this harbor freshened to a degree that renders the action of the tides entirely ineffectual to destroy piling or wooden structures, or with other salt water parasites, to fasten upon vessel bottoms. Gray's Harbor, an excellent one for all practical purposes, and one to be yet greatly improved, with but little effort and expense, lies in the heart of a surrounding country tributary to it.

The natural resources are timber, coal, iron and stone. The timber alone is developed into an industry; and much of the land covered densely with this, is yet unexplored and unsurveyed. The growth of this timber, extending from here north to the base of the Olympic mountains, is said to be the most immense in the state. North and south, and far east up the Chehalis river, access is easy to these resources. Logging being done through the numerous streams, the facilities for supply for mills, all about the harbor, are unsurpassed. The sawmills here have an aggregate capacity of fully 500,000 feet per day. The varieties of timber are red and white fir, spruce, hemlock and cedar.

Agriculture in the surrounding country is not only sufficient to provide for a dense population, but great enough to furnish large quantities of produce for export. Along all the rivers are lands of the utmost productiveness, while small patches of fertile upland prairie intersperse the timber. Even of these there is much unsurveyed. Many thousands of acres of tide-lands about the harbor are to be easily reclaimed, and will become very valuable. A large portion of the timber lands, when cleared of a heavy growth of vine maple and alder, will make the best of farms. This can be done with moderate expense and labor, that will be amply repaid, as a few acres of this land will yield big returns. Timothy, clover—all the grasses—grow prolifically, and dairying is very lucrative. The cultivation of grain of all kinds is attended with enormous yields, and ready market is found at good prices; while hops are grown equal to any in the state. Fruit raising is also followed with great success, and the apples, peaches, plums and prunes are here at home, and prunes are nowhere excelled.

The waters of Gray's Harbor are mainly shallow, but there are two straight and deep channels from the bar almost up to its head. The entrance across the bar has a depth of 22 feet at low tide and is not difficult for sailing vessels to enter. Into the harbor flow numerous streams, the largest of which are the Humtulsip, Ho-

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quam, the Wishkah and the Chehalis. The first three, and still another important river, the Wynoochee, which enters the Chehalis above the head of the tidewater, are navigable at high tide for a few miles from their mouths. On the Chehalis steamboats of considerable size ply regularly for a distance of thirteen miles, and occasional trips are made for thirty miles further. Nature covered the shores of the harbor, and in fact the whole of Western Washington, except a few small gravelly prairies, with a dense forest growth, in which the Douglas fir largely predominates, spruce being the next most important timber and afterwards cedar and hemlock. Along the rivers and creeks are continuous stretches of bottom land with a very deep and rich alluvial soil. Farmers find these bottoms highly productive of wheat, oats, barley, timothy, clover, hops and roots; and while the whole region appears to be a wilderness if viewed from any height it is in reality streaked with long, winding belts of agricultural settlement following the course of the streams. So rapidly have settlers come in during the past two years that the government surveys have fallen far behind their requirements, and in Chehalis county alone, which surrounds Gray's Harbor, there are already about five hundred families living upon unsurveyed land and waiting impatiently for the stakes to be set and the lines drawn.

One of the great attractions to settlers is undoubtedly the equable climate. The winters are short and mild—but little colder, than those of Georgia. The long summers are moist and cool. The absence of extremes of heat and cold is very grateful to the immigrants, from whatever part of the East they may come. Fuel costs nothing to the farmer, and he needs but little. It is easy to pasture stock on timber lands that have been slashed and burned, and in a few acres of rich bottom the settler raises an ample food supply. There is a home market for produce in the lumbering camps that dot the entire country, and Tacoma prices can be obtained almost anywhere in the woods. The waters of the bay yield fish, oysters and clams in great abundance, including the king of the food fishes, the noble Chinook salmon. Apples, plums, cherries and berries are raised with only ordinary care. Good wages are earned by the settlers in the lumbering camps and the mills whenever they have occasion to add to the incomes their farms yield. Altogether it is a good country for settlers of moderate means, and there is still a great deal of room in it for more people. The region is accessible now without a wagon journey, a comfortable line of boats

and rail taking passengers from Tacoma to any point on the harbor in about eight or nine hours' time.

The evident future of this Gray's Harbor basin, after the forests shall have been cleared from the land, is to become a great dairying and stock-raising country. Just as soon as the timber has been partly cleared by logging and burning a luxuriant growth of grasses springs up and flourishes under the influence of the mild temperature and the frequent warm rains. Often there is no snow at all to lie on the ground, and in the severest winters the farmers do not have to feed their cattle for more than four or five weeks. The herbage is never killed down to the roots by cold, but remains green all the winter. For abundant moisture, mild, rainy winters, cool summers and a luxuriant growth of all the best grasses the region closely resembles the south of Ireland.

From Puget Sound to Gray's Harbor. A widely-known traveler of the trip from Puget Sound to Gray's Harbor, gives the following graphic and picturesque description:

"The long stern-wheel steamer Multnomah swings off from her mooring at the Tacoma wharf in the grey half light of early morning. There are over a hundred passengers on board. A few are to land at Olympia, but most of them are bound for the Gray's Harbor country, now the region of most rapid development in all Western Washington. The large coal docks, the tall elevator and the ships loading lumber at the big saw-mills look like phantoms in the mist. Soon the outlines of the stately young city on the bluffs fade out, and as the light grows stronger we are in a broad green channel running between steep embankments, everywhere crowned by the "continuous woods." Occasionally a settler's clearing is passed—a mere notch on the wall of tall, dark fir trees. Away on the western horizon the snowy summits of the Olympic Mountains flash and glitter in the morning sun, while all the waters around us and the evergreen forests are still in deep shadow. A flock of gulls follow patiently in the tracks of the steamer, well knowing that when the crumbs and bits from the breakfast table are thrown into the water they will be able to pick up enough for a morning meal. Occasionally some venturesome bird comes so near the rail as to fan me with his wings. I put a cracker on the plank over the wheel and there is a quick swoop and it is gone; I throw one into the water and half a dozen gulls drop swiftly down with shrill screams to dispute the prize. It is marvelous how little effort of wing these sea-fowl employ to keep up with a fast steamer."

MONTESANO.

At the Head of Tide Water of
Gray's Harbor.

Great Growth Since 1881.

Generous Rivalry of the Harbor
Towns.

A Splendid Agricultural Center.

Growth and Extent of Paying
Business Enterprises.

Importance of the Lumber Trade

A Vast and Fertile Tributary
Region.

Montesano's Railroad Prospects

A Fine Climate—Schools and
Churches.

Newspaper, Social Community,
Bank and Electric Light.

MONTESANO.

Montesano, on the Chehalis river, is at the head of tide water on Gray's Harbor. It is the flourishing county seat of Chehalis county. The population of the city is 2,500, and this is being rapidly increased by a desirable class of settlers from all parts of the country, from England, Sweden and Germany. The town was not laid out until 1881, but since that

time there has been established schools, churches, hotels, banks, factories, shops and saw mills, and with the completion of the Puget Sound & Gray's Harbor railroad will receive quite an impetus in growth.

It is not on the harbor, but the tide from the ocean runs up the Chehalis river, on the north bank of which it is built, past its wharves. It is therefore a seaport town, as well as its neighbors on the harbor proper. Steamboats ply between Montesano and the towns on the harbor, and ships are loaded here with lumber. Navigation may be said practically to end here, though steamboats run occasionally thirty or forty miles farther up the stream. It is this position at the head of navigation for sea-going vessels that gave to Montesano its first start, and has since made it a place of commercial importance. The town was a good substantial trading center long before a railroad started for the Gray's Harbor country. The lumbermen first came into the country, and a little later came the farmers in steadily-increasing numbers, taking up the lands along the river and creek bottom, where they could be easily cleared, and supplying with their crops, their beef, their dairy products the robust appetites of the choppers, loggers and sawyers.

PRIMARILY AN AGRICULTURAL MARKET.

Montesano is primarily an agricultural market town. Any large map showing the Gray's Harbor country reveals that the whole region is full of streams—some heading in the snows on the Olympic range, and some in a lower mountain range south and southeast of the harbor. All these streams form long, narrow strips of valley land of extraordinary fertility. All the conditions are excellent for general farming, dairying and stockraising. It is estimated that not over one-fourth of these bottom lands are now occupied. Government surveys have not yet reached all of them, but will probably do so this year. Settlers who come in this season will have no trouble in finding good claims. The country between the valleys is what is known as fir ridge land having a light gravelly soil, mixed with clay

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but the tide from Chehalis river, on the is built, past its seaport town, as the harbor proper. Montesano and the ships are loaded here may be said practically steamboats run miles farther up the river at the head of the vessels that gave to and has since made its importance. The trading center started for the Gray's lumbermen first came little later came the logging numbers, taking the river and creek bottoms easily cleared, and their beef, their appetites of the years.

AGRICULTURAL MARKET.

an agricultural market showing the Gray's that the whole region leading in the snows and some in a lower southeast of the harbor long, narrow strips of ordinary fertility. All dependent for general farm raising. It is estimated that four-fifths of these bottoms are occupied. Government has taken all of them, but year. Settlers who have no trouble in the country between town as fir ridge land soil, mixed with clay

and being everywhere covered with a heavy timber growth. The fir land is not valuable for farming, but after the timber is cut off it supports a good growth of wild grasses, and affords good pasture for cattle and sheep. So numerous are the valleys in Chehalis county that the claim is made for it that it contains more first-rate farming land than any other county in Western Washington, and this claim will hardly be contested unless it be by Snohomish or Skagit county, which lies on Puget Sound north of Seattle.

IMPORTANCE OF LUMBERING.

Lumbering is an industry of very great importance. Logs are run down all the streams which run into the harbor, and also down the tributaries of the Chehalis river, and are towed by tugs to the mills. The new railroad is also in the logging business, and the coming railroad from Centralia, on the Northern Pacific main line, to be built this year by G. W. Hunt, will also engage in it. Lumbermen say that it is cheaper to haul logs by rail than to drive them by water. The saw mills along the harbor load their output directly upon ships and schooners which lie at their wharves. San Francisco and the Southern California towns furnish the principal market for the lumber, but cargoes go also to Mexico and South America. It is impossible to look forward to any definite period when the lumbering operations of this region will be checked for want of standing timber, so vast and dense are the forests of Western Washington. When the best timber convenient to the streams is exhausted, logging railroads will be pushed out into the country in all directions. It is safe to predict that half a century hence the lumbering operations of the Gray's Harbor basin, instead of being of less importance than now, will be ten times their present magnitude.

THE TOWN DESCRIBED.

Montesano is built upon three terraces, that rise above the lowlands along the Chehalis river in gradual slopes, each being about twenty-five feet higher than the lower level. A fourth terrace north of the town is still covered by the primeval forest. The site of the town is an admirable one for both beauty and health, so far as the lay of the ground is concerned.

It has also marked advantages for business. The wagon roads to all the best settled valleys of the Gray's Harbor country center at Montesano. These roads lead up the Wynoochee, the Satsop and the Chehalis, and across a low divide to the valley of the North river, a stream flowing into Shoalwater Bay. As yet there are no roads running west of Montesano down to the towns on the harbor. Those towns depend wholly on water transportation. Montesano is, in fact, the key to all the farming country, and this great advantage of position accounts for its rapid growth and its large mercantile trade. The town is the natural outcome of the needs of the surrounding country, and its business will not be disturbed by the development of other places.

CENTER OF FARM TRADE.

To the advantage of being the center of farm trade coming in by road, Montesano adds two other elements of strength: First, it is the head of navigation on the Chehalis; an ocean steamer makes regular trips between Montesano and Portland, going out upon the Pacific from Gray's Harbor and up the Columbia; another steamer goes to San Francisco; large sea-going vessels load here with lumber. Second, it is the present terminus of the only railroad now reaching the Gray's Harbor country—the one from Kamlichie, on Puget Sound, which is under contract with the town to go no farther for five years, in consideration of liberal donations of land made to the company. The next railroad to be built in this region will start at the coal fields, about ten miles east of Centralia, cross the Northern Pacific at that town, come down the Chehalis valley to Montesano and go on westward through Aberdeen and Hoquiam to a terminus at the newly established town of Gray's Harbor. This road will open an all rail route by way of the Northern Pacific to Tacoma, Seattle, Portland and the East. It will bring to Montesano much of the trade of the upper Chehalis valley. A third road is projected. The Olympia and Chehalis Valley railroad is an old narrow gauge line running from Tenino, on the Northern Pacific, to Olympia. It lately passed into new hands, and its new president is Edmund Rice, recently from St. Paul, a son of the late Congressman Rice. The new owners intend to widen the gauge and extend the road into the Gray's Harbor country. It will necessarily come to Montesano.

NOTES OF GENERAL INTEREST.

The mercantile concerns of Montesano are three general merchandise stores, one grocery, three drug stores, two furniture stores, two hardware stores, two millinery stores, a clothing store and three variety stores. A good be-

ginning has been made in manufacturing. The new saw mill, given a site on the river by the citizens, saws 40,000 feet per day, and is about to increase its capacity to 75,000 feet. A smaller mill makes lumber for the local trade. There is a furniture factory, a sash and door factory, a wagon shop, a bottling concern and a cigar factory. Seattle parties have recently been in the town with a view of establishing a brewery, a paper mill and soda works. A hemlock bark extract factory is contemplated by home capitalists. The town supports four hotels. The Montesano Vidette, Jas. W. Divilbiss editor and publisher, is a large and well printed weekly, with a handsome office and three power presses. A second printing office is run on job work only.

CHURCHES AND SCHOOLS.

The church edifices are Presbyterian, Methodist and Disciples. The Congregationalists, Episcopalians and Catholics have organized societies but no buildings as yet. The public school building is creditable for size and arrangement, and the graded schools it accommodates take high rank. For higher education there is the Chehalis Valley Academy, of which Rev. Dr. Cruikshank, a well-known educator, is principal. This institution is under the care of the Presbyterian denomination. It owns a good building, erected by subscriptions from the citizens, which stands in a commanding position in the northern end of the town.

ELECTRIC LIGHT AND BANK.

A local institution, of which Montesano people are proud, is the electric light plant, owned by the city government, and costing \$10,000. Not only are the streets brilliantly lighted, but the broad wooden causeway leading to the river landing, five-eighths of a mile long, is also furnished with incandescent lamps.

There is a new state bank just organized by Messrs. Dickey, Starr, Goodell, Murray and Cooper. A hospital is conducted by Drs. Gile & Bower. The board of trade is a live organization. O. V. Lynn is president, H. C. Cooper, vice-president, and M. Z. Goodell, secretary. Correspondence is invited by the secretary in relation to openings for settlers and opportunities for manufacturers and general business.

EARLY SETTLEMENT.

Settlement in the Chehalis valley goes back to the fifties, when a few pioneers were attracted to the region by its beauty and fertility and perhaps also by its remoteness, for the typical Western frontiersmen were

not fond of neighbors. In 1860 a town was platted on the south side of the river, nearly opposite the present town of Montesano, by L. L. Scanlan, and he gave to it the name of Montesano, but failed to record his plat. Taking advantage of his neglect another settler filed a plat for a site north of the river and appropriated the same name. The legislature having fixed the county seat at Montesano, it was a question which was the genuine town. Some of the county offices were kept in one village and some in another. The courts finally settled the question in favor of Scanlan's town, but before this was done the town on the north bank had far outgrown its neighbors and at the election of 1886 it definitely secured the county seat. The old place changed its name to Wynoochee, and is now only a sleepy and picturesque little hamlet. The first settler in the limits of the present Montesano was C. N. Byles, the successful banker of to-day. The town was incorporated in 1883. Its best growth has been made during the past three years.

The social community of the thriving town is all that could be desired, and is worthy of a much larger place. Montesano has its churches, its schools, societies, its lodges and its Grand Army posts. There is also a splendidly organized woman's Christian temperance union, which meets every Thursday at the residence of one of its members. The only institutions which do not flourish to any considerable extent are the courts and the county jail. The citizens are peaceable, law-abiding and progressive. The lawyers, however, do not complain finding a field for usefulness outside of mere petty litigation.

A yacht club has been organized for the summer, composed of several members, and arrangements have been made for the construction of several boats for races on the deep blue bay.

The town is so situated that nature has provided for a complete system of drainage, the construction of which has been provided for at very small cost. This advantage, together with the purest water that can be found in any place on the Pacific coast, has the effect of complete healthfulness. Sickness is of rare occurrence and an epidemic has never been known in the history of the town.

There is a generous and active rivalry existing between the towns of Cosmopolis, Aberdeen, Hoquiam and Montesano which stimulates each to its best endeavor in the onward march of progress and development. No sooner does one of these thriving towns

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Montesano, in every possible phase of its activity, social, moral, religious or industrial, is incomparably superior to any city of its size in the east, and it offers splendid inducements for permanent success in any line of business or in any profession. Everybody who goes there makes both money and achieves success. The difference between Montesano and cities of its size in older communities, is that it exists not alone in the needs and necessities of the present day, but it hopes and has the right to hope in a golden future, and its citizens are thereby inspired and their faith made stable.

The area of Montesano is being rapidly extended, but not more so than is necessary to supply the wants of increased population. Most people own their own homes, and there is not a house that can be rented in the whole place. A number of capitalists are considering a plan to build a number of small, neat cottages, needed to accommodate new comers. The establishment of another bank is but a matter of little time.

Business in mercantile circles is in a very satisfactory condition; there has not been a failure within the last three years, and from the present outlook there is not likely to be any for the next ten. Merchants report an increase of 33 1/3 per cent. in volume of sales during the last twelve months. Profits are good and payments absolutely sure.

The vicinity about Montesano is a paradise for fishermen and hunters. The bay is full of splendid fishing, and the woods near by abound with all sorts of game.

Montesano has a splendid brass band and regales the citizens of the town on special occasions with splendid music.

The foundation for the new, large and handsome Methodist church have just been laid; it will be one of the nicest church structures in the state.

Fine brick clay is to be had in unlimited quantities right in the town, and there is little doubt but that brickmaking in Montesano will be in the near future developed into a paying feature.

Chehalis county, for several years past, has had a fair, which is usually held in the fall of the year. From the exhibition of the products of the country one is enabled to form some idea of the natural advantages surrounding Montesano and the richness of the soil in the county at large.

MONTESANO'S RAILROAD BOOM.

Several Northern Pacific surveying parties are still in the field between Olympia and

Grays Harbor, making preliminary surveys for the proposed new line of the Northern Pacific from Tacoma to Montesano. The work is quietly progressing though officials are closemouthed as to the objective points toward which the surveyors are working.

There has been a steady demand for land all through the Grays Harbor country ever since the News made public the fact that the Northern Pacific will build in that direction. Assistant General Agent Eaton of the Northern Pacific land department, said recently that inquiries regarding that section are becoming very numerous. The Northern Pacific has withdrawn all its land in the vicinity of Grays Harbor from the market at present, and is doubtless holding it to reap the benefit of the increased values which will result from the extension of its line to Grays Harbor. The demand for property in that vicinity is principally for speculative purposes. There is a heavy demand for railroad lands all over Washington, and particularly in the western part.

These things are sure, that Mr. Hunt has floated his two million Portland bonds and commenced work west from Pasco toward Portland and Grays Harbor. Those in position to know say he will commence work west from Centralia at an early date. While the big roads have hampered Mr. Hunt at every turn in his efforts in the east to secure funds for this work, he has assuredly succeeded and the work of preparation is now the only delay to be expected before the active work is begun.

The large corps of surveyors now employed in this vicinity have located the line across the Campbell property on the east side to about the center of the point where the line of Emerson avenue crosses the river, diagonally across blocks 11 and 3 in Karr's addition and through the north tier of lots in 4, 5 and 6, same addition, and 9, 10, 11 and 12 in north Hoquiam addition, skirting Eklund avenue. From Sixth street in Karr's addition the route of the road has not yet been developed in the line of building.

Cities grow; they are not ready-made even in this wonderful Western country. Railroads terminating on Grays Harbor will accelerate the growth, or may bring into being and nurture a town that will grow into a city.

It is only reasonable to suppose that the real towns on the Harbor are where they are for substantial reasons, reasons of location that make them the sites of cities. There is room and need for all the towns on Grays Harbor at present there and each has before it a magnificent future.

GRAY'S HARBOR CITY

Destined to Become a Great
Metropolis.

An Unsurpassed Harbor.

Center of Mineral and Timber
Country.

Liberal Inducements to Capital.

Vast Railroad Possibilities in
the Near Future.

Improvements and progress.

Reasons For its Greatness

Rich Surrounding Region.

Pure Water. Depth of Harbor.

Beauty of the Townsite.

Gray's Harbor City is a young town, but rapidly arriving at important proportions. Whoever has made a careful study of the locality must realize that here a great city is destined to arise, and that this metropolis is Gray's Harbor City. It goes without saying that there can be no city of great size and importance unless it be upon water of enough depth to float deep draught vessels up to its very wharves. Weighed in this balance all other points are found wanting. There is but one channel of importance—the north channel—those to the south being unavailable because so narrow and tortuous. In this north channel the deep water in the harbor practically ends at the eastern limits of the town, for beyond are shoals, which intercept the passage of any but light draught vessels. Reference to the map within is urged, where the soundings indicated conclusively prove all that is claimed for the channels and depths of water.

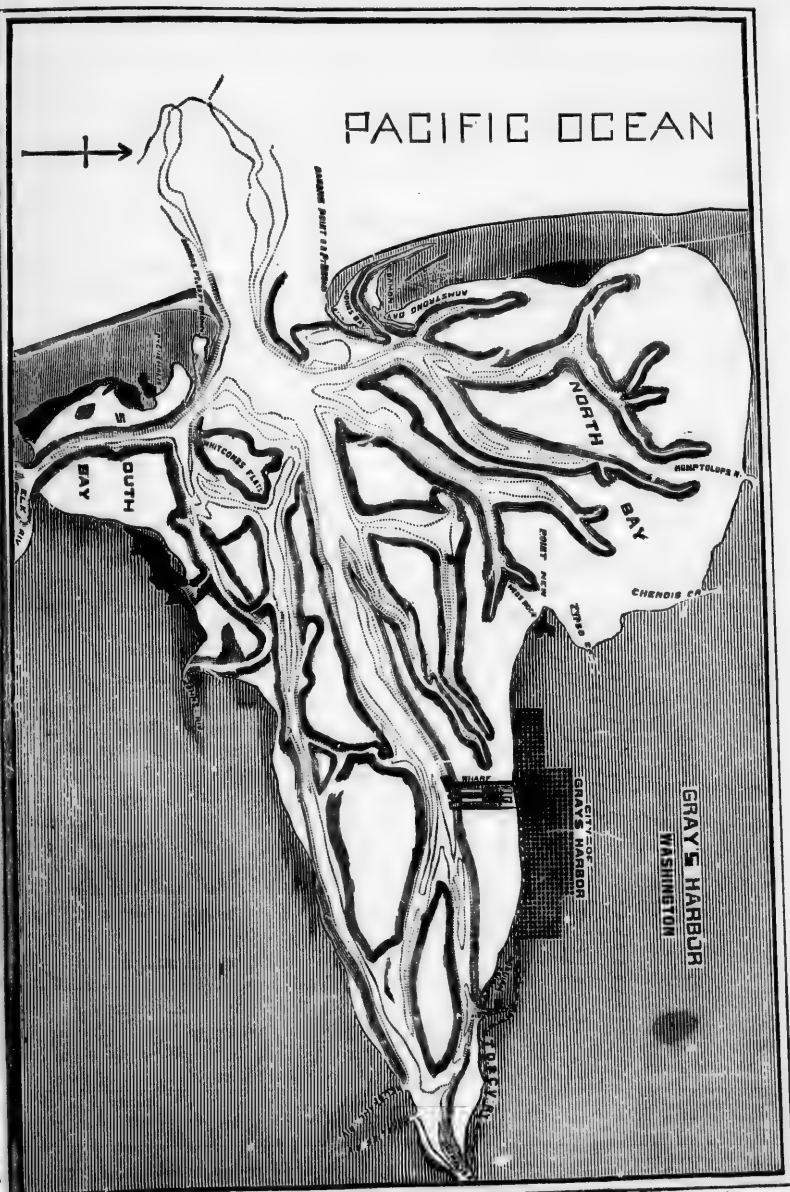
It is here that the Gray's Harbor Company has secured a large tract of land along the shore a distance of four miles, and founded their city. The tract comprises nearly twenty-one hundred acres, every foot of which is available for the purpose intended. The site is one of remarkable natural beauty and picturesque-ness. It reminds one of that of St. Paul as it rises upwards, until, at a distance from the water front of half a mile, it attains its greatest altitude of two hundred and fifty feet. From all positions one may look between the spits that define the entrance to the harbor, out upon the open ocean beyond. To the north the snow-capped peaks of the Olympian mountains are to be seen, and spread out at his feet are the quiet waters of the harbor. Numerous springs of the purest water burst forth from the ground and indicate an abundant store for all temporary purposes, while close at hand is an inexhaustible supply of water, sufficient for the needs of the largest city—this from the Little Hoquiam river, a beautiful navigable stream, abounding in trout, which intersects and flows lengthwise of the entire tract. For purposes of drainage the city has every natural advantage as regards a cheap and perfectly efficient system of sewers.

GENERAL ADVANTAGES.

The advantages of Gray's Harbor as a shipping point are so well understood that it is unnecessary to rehearse them excepting to those unfamiliar with this country. They can be best understood, however, by a comparison of this harbor with any of the Puget Sound ports. Gray's Harbor is *nearer to San Francisco and the markets of the world* by at least *three hundred and fifty miles*, which means a saving of *seven hundred miles of ocean travel*, and from *eight to ten days* and more in point of time. Nearly the entire cost of towage is saved. On the Sound this amounts to from \$600 to \$1000 each trip, since coming in and going out vessels require the service of a tug for at least four hundred miles. Ten miles of towage is all that is required to take ships from the wharves of the city out to the ocean.

On the following page we present a map of Gray's Harbor compiled from government charts showing the superb location of Gray's Harbor city. Deep water vessels can dock at its wharves at any stage of tide with perfect security from storms.

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ABERDEEN.

THE METROPOLIS

OF

GRAY'S HARBOR

LUMBER ITS CHIEF INDUSTRY.

Lumber Cut for 1889—50,000,000 feet.

Value \$700,000.

REAL ESTATE VALUES ADVANCED
100 PER CENT.

It is seldom that a harbor is found that presents an open gate to and from the ocean, safe anchorage and all without the expenditure of means; yet such may be said of Gray's Harbor. No harbor on the Pacific coast is larger or deeper. There is never even at low tide less than 22 feet of water. The entrance is perfectly straight, well defined and cannot be mistaken. Not a dollar has ever been expended on Gray's Harbor. Yet with an exportation of nearly one hundred million feet of lumber annually there has never been a ship lost or injured

when coming in or going out of Gray's Harbor.

Situated on such a harbor, in the center of a great agricultural and timber country, it is little wonder that Aberdeen is coming to the front. The city is located at the head of the harbor and at the junction of the Chehalis and Wishkah rivers. The town was first laid out in 1883 by Samuel Benn, the pioneer settler of the Gray's Harbor country. The townsite consists now of about 1000 acres. The settlement of the place was rapid, and those who came were live and energetic men and women. In 1888 the population had advanced until the 1000 mark was reached, while to-day Aberdeen has not less than 2500 inhabitants, and this number is being added to materially each day. It has not had even the faintest semblance of a boom, but has been steady and vigorous. Founded as it has been on the development of the natural resources of the country surrounding Aberdeen, its prosperity cannot in the nature of things be anything but a legitimate growth, which as time goes on will be still further increased.

THE LUMBERING INDUSTRY.

The principal industry of the town is the manufacture of lumber, and as before stated there are four mills there. The largest is that owned by the J. M. Weatherwax Lumber Company, lately incorporated, which has a capacity of 80,000 feet of inch boards in ten hours, or of 100,000 feet of mixed lumber. During the twelve months ending November 30, 1889, the cut of the mill was 22,128,910 feet, and the shipments by water to California and foreign ports during the eleven months ending with that date were 14,417,837 feet. This mill was established by Captain John M. Weatherwax in 1885, and when first erected had a capacity of 65,000 feet a day. This has since been increased by adding two new eighteen-inch engines. The company has a capital of \$250,000, of which Mr. Weatherwax, who is president, has a controlling interest. A. J. West is another large mill operator. His mill turns out about 50,000 feet daily or

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·LOANS·NEGOTIATED·

COMPLETE LIST OF CHOICE PROPERTY IN

ABERDEEN AND ITS BEST ADDITIONS.

Agents for France's Addition.

Investments Carefully Made for Non-Residents,

And Property Managed.

CORRESPONDENCE SOLICITED.

REFERENCES : { Bank of Aberdeen.
{ Best Eastern and Coast References.

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13,000,000 feet per annum. Next in size comes the mill of Emery, Mack & Wood, the product of which was nearly all sold locally. The mill has a capacity of 50,000 feet a day, but the estate was for some time in the hands of the probate court, two successive brothers at the head of the firm having been drowned in the harbor. This mill has now changed hands and the output is very large. The fourth mill is owned by Wilson Brothers of Aberdeen and Portland, and is largely used for cutting cedar. A considerable amount of the lumber made at this mill is sold locally, and more is shipped to Portland. The mill has a capacity of 35,000 feet and shipped to coastwise points during the first eleven months last year 5,156,769 feet. The total shipments of lumber from Aberdeen during the eleven months ending October 1, 1890, were 40,000,000 feet, valued at over \$700,000 on the docks, and the lath, pickets, etc. will bring the total to \$95,000 more. The local sales of the four mills amount to about 20,000,000 feet per annum, the value of which is about \$280,000, making the total value of the lumber manufactured each year a little over \$980,000. The mills employ about four hundred men, whose monthly wages amount to upwards of \$30,000, and there are large numbers of men employed in the woods besides, whose wages amount to at least as much more.

THE FISHING TRAFFIC.

Second in importance to the lumber industry are the fishing interests of Aberdeen. The Chehalis river and its tributaries, and the rivers flowing directly into Gray's Harbor, are favorite resorts of the finest salmon. Among these are the hook-jaw, which is the first to come up the river, the silver salmon, the second to run, and the steel-head, the last. The first two are the most valuable. There are three canneries in Aberdeen and the pack this past season was 40,000 cases of four dozen cans each, valued at \$250,000, the larger part of which represents wages paid out to fishermen and employees in the canneries.

INDUSTRIES IN GENERAL.

During the year of 1888 a large foundry was erected in Aberdeen, near the mouth of the Wishkah, which has been fitted up with every appliance for mill or steamer work and employs about thirty men. The foundry and machine shop in connection with it is one of the largest in Washington and has been arranged for building the largest ocean-

going steamers as well as smaller craft. Steamers are frequently built at Hoqui, and all their machinery is made at the local foundries. This institution was founded by Captain Weatherwax, who still owns one half of the stock outright and has an interest in part of the remainder. Recently he arranged for more machinery for the foundry, which has added to the facilities of the shop.

Another enterprise of great importance to the town is the ship yard founded and still owned by Captain Weatherwax. All the lumber needed for the yard is cut in the mill. The yellow fir of the Gray's Harbor country has proved to be the very best lumber for this purpose, being even better than Eastern oak, and it can be procured at the mill in any desired length. The yard is kept constantly busy.

MERCANTILE AFFAIRS.

The trade of Aberdeen is large and rapidly increasing in volume and character. There are now seventy-five stores in active operation. A wholesale grocery house has been doing a splendid trade since opening its doors early in the present year. Some of the stores are very large, and all have a profitable trade. There are two newspapers in the town, the Aberdeen Herald, the only democratic paper in Chehalis county, and Bulletin, republican. Both are creditable weekly journals and are well patronized. The town is well lighted by electricity furnished by the Aberdeen Electric Light Company, which started with a capital of \$10,000 but has increased the same nearly double the original amount. Two systems of electric lights are applied—the Brush and Westinghouse. The company, of which George D. Allen is secretary, has a free lease of land for its power house and free fuel for fifty years, and is thus enabled to furnish lights at a very low price. The Aberdeen Water Company, of which George D. Allen is also secretary, supplies the town with water that by the analysis of several eminent chemists has proved to be absolutely pure. The supply is obtained from mountain streams a mile and a half west of town and is sufficient for a city of 50,000 people. The stream is so situated that the supply will always be permanent and there is no possibility of its becoming contaminated in any way. A complete system of hydrants has been put in through the town and a reservoir system for direct pressure and for a reserve supply has been adopted. The works have been completed during the present year, and the expenditures on account of these improvements amounted

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J. WEATHERWAX, Secretary.

L. J. WEATHERWAX, Pres't,
 And Vice-President of Aberdeen & Hoquiam Railway Co.



WEATHERWAX

.. Real Estate ..

—SAND—

INSURANCE COMPANY,

ABERDEEN, WASH.

INVESTMENTS MADE FOR NON-RESIDENTS

And Property Managed.

CORRESPONDENCE SOLICITED.

REFERENCES: { Aberdeen Bank,
 Ladd & Tilton, Portland,
 First Nat. Bank, Grand Rapids, Mich.

to about \$30,000, all of which has already been paid.

MUNICIPAL IMPROVEMENTS.

The board of trustees or town council has, since the incorporation of the town, been very active in making public improvements, and prior to the incorporation of the place the citizens themselves had done much in the way of grading streets and building sidewalks. The streets immediately on the water front were liable to overflow at very high tide, and the people set to work at once to obviate the difficulty. Earth and other material was obtained and the banks and streets were raised at a heavy expense out of all reach of high tides or danger from floods, and the grade of the streets was raised in some cases about three feet. Prior to this work being done the town council inaugurated a complete system of sewerage, which has been pronounced by the most competent authorities to be first-class in every respect. The main trunk sewers were laid at once and the connecting mains are now being put in. In providing for the sewerage system the authorities looked to the future more than to the present and built a system that will be good for fifty years. In the past three years, in addition to the street grading and sewerage of the town, over six and a half miles of ten foot sidewalk has been built, and so thoroughly has the new work been done that mud is a thing almost unknown. Connecting the two parts of the town a good ferry is maintained at the foot of Main street across the Wishkah. The river is 250 feet wide at this point and over 30 feet deep. Before long a swing bridge will be built, over which street cars will be run from the extreme east of the town clear through to Hoquiam, four miles west.

HOTELS.

Aberdeen has several good hotels already built, which are well appointed and maintain excellent tables. Another large one is now being built. This new hostelry will be the finest in the Gray's Harbor Country, and is being erected by the Aberdeen Land and Investment Company, of which Richard T. Dabney is President. The building stands at the corner of Hume and G streets, and is called the Hotel Dabney. It is 50 x 130 feet and three stories high, and contains seventy-five rooms and cost \$30,000.

PUBLIC SCHOOLS AND CHURCHES.

A public school was started in Aberdeen directly after the town was platted, and has

since been enlarged so that it has now four departments. At the commencement of the present nine months' term, there were 300 scholars enrolled. At the end of three months the number had increased to 350, and pupils are coming in so rapidly as to lead to the conclusion that by the end of the present term there will be over 400 in attendance. The board has decided to open another room immediately after the holidays and engage a sixth teacher. Nothing shows the rapid growth of the town more effectually than these figures. Arrangements have been made to erect a \$10,000 academy in the coming spring, which will add to the accommodations of the school in a marked degree. There are three church organizations in the town, all of which are flourishing and have good buildings erected. These are the Methodist, Catholic and Congregationalist. The first named has an especially handsome and tasteful building. There is now a state bank in Aberdeen, with a good capital, and a national bank has also been opened. Telephone communication is had with all parts of the harbor and with Olympia and other cities on Puget Sound, and a regular service of steamers connects Aberdeen with Astoria and Portland.

AN ACTIVE BOARD OF TRADE.

In July of 1889, a board of trade was organized and has become one of the most active agents in promoting the interests of the town. It has over 100 members now and applications are continually coming in from merchants and others in the town. The board has been very fortunate in the selection of its officers, who are George E. Filley, president; J. H. Hennessey, vice-president, and George D. Allen, secretary and treasurer. So much of the success of an institution like this depends on the efficiency of the secretary rather than any other officer, that the satisfaction and pride the members feel in having so competent an officer as Mr. Allen is very pardonable. Mr. Allen is so thorough, posted on the resources of the country around and tributary to Aberdeen, that many of the more important enterprises that have been established in the town since the organization of the board are the result of his shrewdness and sagacity. At the present time he is endeavoring to form several companies to engage in manufacturing enterprises. Such institutions would prove of vast benefit to Aberdeen, owing to the great natural advantages by which the town is surrounded.

J. B. MALING.

J. A. TAFT,
Vice-Pres. of Bank of Grays Harbor.

MALING & TAFT,

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SAMUEL BENN,

LAND OWNER

AND TOWNSITE PROPRIETOR,

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We Handle the CHOICE BARGAINS in all kinds
of Property.

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And Property Managed.

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Correspondence Solicited.

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The board of trade has issued a number of pamphlets on Aberdeen and the Gray's Harbor country and is constantly engaged in advertising the future city throughout the East.

TRANSIT FACILITIES.

A regular steamer runs daily from Tacoma and Olympia to Kamilichie, where close connection is made with the trains of the Puget Sound & Gray's Harbor railroad for Montesano, where a boat awaits the train and lands the passengers in Aberdeen by five o'clock in the evening. But even this will shortly be improved upon, and there will be railroads running directly into Aberdeen before the year is ended. Seven or eight roads are now incorporated to run to Gray's Harbor, most of which make their terminus at Aberdeen, and the road now running to Montesano is to be extended, in the spring to the town. Two hundred acres of land have been contributed by the Aberdeen people as an inducement to build the additional sixteen miles necessary. The terms are arranged and the road will be built.

No other town in the Great West has made a more remarkable progress in this past year as Aberdeen, and to-day its prospects appear brighter than ever before. She is the Queen City of the Gray's Harbor country and has the progressive people that make use of all the resources at their command and are capable of changing an insignificant village into a slightly metropolis.

ABERDEEN RAILROAD PROSPECTS.

Aberdeen promptly raised the \$100,000 bonus demanded by Col. Heustes, and the Tacoma, Olympia and Pacific railroad is thereby rendered a certainty. Hundreds of laborers are in the field and the work is being pushed with all possible speed. The line starts from a point on the Northern Pacific, south of the Nisqually river, about 25 miles from Tacoma, thence to Olympia, thence to South Aberdeen. It makes the road virtually an extension of the Northern Pacific and Aberdeen the extreme western terminus of a great transcontinental railroad, with all that such an advantage implies. This road means a complete outlet for lumber and other products, rapid transportation of all wares and merchandise purchased in the central marts of commerce for use by the people of Aberdeen. It means also the gradual growth of an immense export trade in the shipment of grain and coal. The highest advantage derived is the equalization of freight rates and the cheapening of merchandise to the consumer, thus enabling

Aberdeen to compete in prices with any city of the state of Washington.

The people have also expressed a willingness to grant the Union Pacific a bonus of \$20,000 to connect Aberdeen with its gigantic system. The people of Aberdeen, in all matters appertaining to the public welfare, show an enterprise, sagacity and business appreciation that must result in the permanent advancement of the town, and result in increasing the wealth of its citizens.

It is now but a mere matter of brief time when water communication will be established across the Nicaragua isthmus. This will have a stimulating effect upon the trade of Gray's Harbor, and upon that of Aberdeen in particular. The vast quantities of lumber will be shipped to the Gulf states and the West Indies and to the east coast of South America. The natural advantages of Aberdeen will enable her to compete successfully with any lumber center in the Northwest. The fir belt from which Aberdeen draws its timber and lumber supply extends over twenty townships, or about 500,000 acres of land, and runs north to the foot of Olympus. As before stated, the majority of the timber is yellow fir, the most valuable of the woods of the coast for general purposes—but there is a large quantity of the noble tide land spruce tributary to the harbor, four times as much in fact and that of better quality than is tributary to Puget Sound, and there is more spruce tributary to Gray's Harbor than anywhere else in the world. One of the finest belts of cedar on the coast is just south of the Quineaut Indian reservation, and this can be brought in very easily by a logging railroad.

The buildings at Aberdeen, both private residences and public stores and offices, are built with a view to complete permanency. They have an appearance of substantiability and solidity that shows that the men who are engaged in mercantile and manufacturing pursuits here have an abiding faith in the future of Aberdeen.

It is not at all unlikely that Aberdeen may in the no distant future be recognized as a ship building center. She has every facility for cheap and splendid work. Iron is near, and she has the wood and timber that is acknowledged by experts to be best fitted to long use and safe wear in ship construction. Already several fine schooners have been launched from the docks at Aberdeen, and if she only supplies the building of those engaged in the coasting lumber trade will keep a hundred ship carpenters busy with steady and paying work. Being near the Pacific her advantages are unexcelled for this purpose.



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Loans and Insurance.

City Property AND Timber Lands

ABERDEEN, WASH.

Investments Made for Non-Residents

AND PROPERTY MANAGED.

The Pioneer Dealer of the City.

References: Banks of Aberdeen.



HOQUIAM.

The Commercial, Financial and Manufacturing Cen- ter of the Gray's Har- bor Basin.

LOCATION OF HOQUIAM.

From a commercial standpoint, the most important river emptying into Gray's Harbor from the north side is the Hoquiam; it is the first navigable stream from the ocean to the harbor, and the peculiar slope and depth of channel, almost surrounding the town of Hoquiam, affords remarkable facilities for commerce and presents advantageous sites along the entire front for manufacturing enterprises.

The town of Hoquiam, thus advantageously situated, at the mouth of the Hoquiam river, is about fourteen miles from the ocean. Its position is such as to give it a long extent of water front. The ground upon which the town is built being tide land, nearly the whole of the area embraced within the incorporated limits is dyked. The Hoquiam river is about three hundred feet wide, and is not less than twenty feet deep at low tide. It is navigable for deep-draft vessels a distance of eight miles, and considerably further for lighter craft. The portion of the town bordering on the harbor also affords excellent deep-water facilities. The tide land within the town will soon be reclaimed, and wharves will have to be built but a short distance into the harbor in order to reach deep water. This beautiful arm of the sea, on the north side of which Hoquiam is situated, extends inland about fifteen miles, and is about twelve miles in width from north to south. The entrance to this harbor is one of the easiest of access on the Pacific Coast. The opening from one point of land to the other is not over a mile in width, while the distance across the bar is about a quarter of a mile. The "mean of the lowest low water" on this bar, as shown by the latest chart prepared by the United States coast and geodetic survey, in 1883, is twenty-two feet. A copy of this chart can now be seen in Hoquiam. It was prepared for Mr. George H. Emerson, by the coast survey department, and was issued to him over the signature of an officer of that department, on the third day of May, 1884. The harbor entrance is misrepresented in some of

the prints that have been issued by the government. One of them, issued in November, 1886, has a series of dotted lines drawn across the outer edge of the bar, which indicate that the lowest depth of water found is twelve feet. The sailing charts seem to have been compiled from this source, as they, for the sake of safety, doubtless, give only nine feet of water at low tide. The captains of the many vessels accustomed to crossing this bar at all seasons of the year, claim to have never found less than twenty-two feet of water in the 1,500 feet of channel. This injustice to one of the easiest entrances to one of the safest harbors in the United States, has been removed, since the last river and harbor bill appropriates a sufficient sum to defray the expense of a correct survey. The channel from the bar up to within two miles of Hoquiam is not less than thirty feet at low tide, and varies from that to a much greater depth.

THE COUNTRY TRIBUTARY TO HOQUIAM.

The Gray's Harbor country embraces the territory lying between the straits of Juan de Fuca on the north, Puget Sound and the Cascades on the east, Columbia river divide on the south and the Pacific ocean on the west, embracing an area of about 7,500 square miles. Within this basin, in which the harbor lies, there is found in numbers according to careful estimates, 120,000,000,000 feet of lumber of quality unexcelled. The vast forest is intersected by streams in almost every direction, a combination which furnishes a waterway 2000 miles in length, much of which is navigable for steamers, and nearly all of which is available for log driving. The amount of timber in all the state of Washington is placed in round figures at 500,000,000,000 feet. From this it must appear that one-fourth of the lumber of the state must find its outlet through Gray's Harbor. The agricultural lands embraced in this area comprises 80,000 acres, and 500,000 acres tide lands, river bottoms and prairie lands. The greater portion of uplands, after the timber is removed, is available for agricultural purposes. As yet the mineral resources are undeveloped, but the investigations of the past year revealed the fact that rich deposits of silver, iron, lead and copper abound in the foothills of the Olympic mountains in paying quantities, and reference to the geological map will reveal the extensive area of coal lands, the output of which is directly tributary to Gray's Harbor for an outlet.

Four large streams flow into Gray's Harbor from the north. It is claimed that these streams aggregate 2000 miles in length, and drain a basin which is at least 100 miles in

J. T. BURNS.

SETH WARREN.

BURNS & WARREN, **REAL ESTATE**

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INVESTMENTS.

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We will be pleased to furnish Maps and Circulars and all information in regard to all parts of Grays Harbor.

We Handle the Choice Bargains on the Harbor.

REFERENCES . { Columbia Bank of Dayton.
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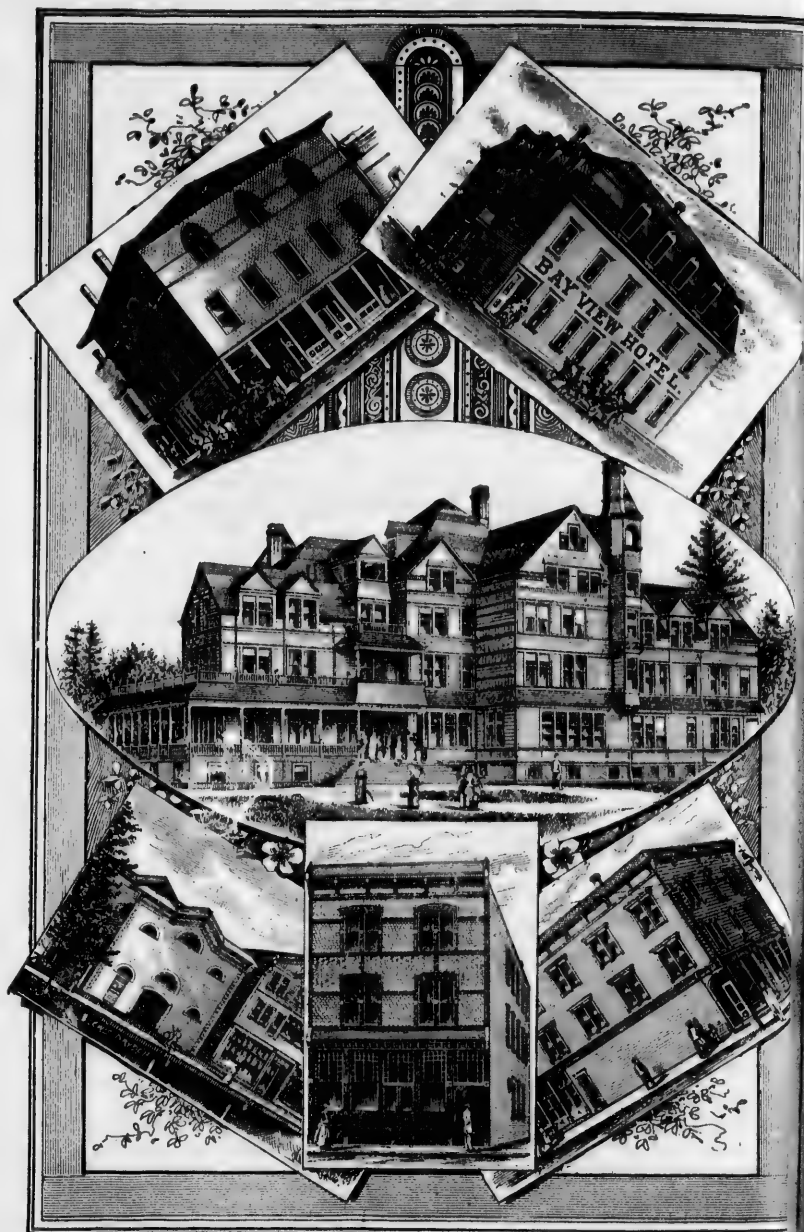
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HOQUIAM, WASHINGTON.



1. Heerman & Congdon Bldg.
2. Bay View Hotel.
3. The Hoquiam.
4. Theatre and Casino.
5. Studebaker Building.
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length. Nearly the whole of this vast area is densely covered with timber, consisting of the best quality of fir, spruce, cedar and hemlock, and so thick does it grow that it will average from 5,000,000 to 10,000,000 feet to the quarter section. The soil in this basin, along the river bottoms and within the range of the tide, is an alluvial deposit, while the low land above the tide influences is a black loam underlain, in many instances, with clay; the rolling country, where the best timber abounds, is either gravel largely mixed with broken and pulverized soapstone, or a deposit composed chiefly of clay.

THE TOWN OF HOQUIAM.

During the past twelve months the town of Hoquiam has increased in population about four hundred per cent. During the spring of 1890, it possessed a population of about 600, nearly all employes in the mill, and their families; within the area of a mile square, the incorporated limits of the town, there resides at present about 2,000 people. At the beginning of this wonderful transformation the town possessed only the large mill and stores of the Northwestern Lumber Co., and the few dwellings provided by the company for its help. There are now to be seen here mile after mile of graded streets, many of which have plank sidewalks, and many handsome residences and business blocks two or three stories in height and of pretty architectural design. There is a \$75,000 hotel, which, for appearance and finish, cannot be excelled, and a \$15,000 theatre, the interior arrangement of which is a perfect model.

To nearly everyone who visits Hoquiam, it seems strange, when the deep-water facilities and the untold natural resources lying within her reach are considered, that such a town did not spring into existence many years ago. It was only in 1882, when the mill, now the property of the Northwestern Lumber Co., was erected, which was the first saw mill located on Gray's harbor. The gentlemen who comprise this company, knowing the advantage of the site for a town, in 1884 platted the eighty acres surrounding their mill. During the five years following little effort was made to dispose of lots; but in the spring of 1889, a new era began to dawn upon Hoquiam. A contract was entered into between George W. Hunt, the great railroad magnate, and the people of Hoquiam, whereby the former agreed to build a first-class, standard railroad from the Northern Pacific, at Centralia, to Gray's Harbor, passing through Hoquiam, and which was to be finished and fully equipped and in good running order within eighteen months of the time of the signing of the contract.

As an inducement to Mr. Hunt to build this line, the citizens of Hoquiam raised \$175,000 as a bonus. Mr. Hunt immediately hastened with all possible speed the execution of his part of the contract, and the road, which does not exceed sixty miles in length, was finished in the latter part of the present year. It was the coming of this railroad which induced so many people, in such a short time, to seek homes in Hoquiam.

The Northern Pacific is also extending its system to the great waters of Gray's Harbor as fast as money and men can build the road, and will probably reach Hoquiam before the end of the present year.

The speedy completion of the railroads mentioned, and the large number of industries that are to be located there, must, naturally, greatly increase the population and volume of business done in Hoquiam. The town already possesses, in the Northwestern Lumber Co., one of the largest industries located on the harbor. The mill of this company is capable of cutting 100,000 feet of lumber in a day. In connection with it is a planing mill and a dryer, capable of drying 10,000 feet in a day. On the stocks of the ship yard, which is also a part of the mill property, is now laid the keels of several schooners that will carry large quantities of lumber when they are completed. The four-masted schooner Volunteer, which carries 850,000 feet of lumber, was built here, as were also the schooner Pioneer and steam tug Printer. Last January a sash and door factory that cost \$10,000 was put in operation; the proprietors of this plant have expended \$10,000 additional in improving it this season. The Hoquiam Lumber and Improvement Co's mill has been completed. It cost about \$50,000, and have a capacity of 100,000 feet per day. At least 300 stores and dwellings have been erected in Hoquiam within the last twelve months, and there was expended in their construction the sum of \$300,000. This estimate does not include theatre and the \$75,000 hotel. The latter building covers an area 140x75 feet, and in style of architecture is that of the castellated Queen Anne. It is six stories high, including the basement. The stairs and most of the wood work throughout the building is highly ornamental. The beautiful carvings and artistic finish of the cedar, ash, maple and red wood here used is beautifully displayed by being finished in their natural colors. The hotel possesses about 100 rooms, a number of which are *en suite*. The comforts and conveniences to be enjoyed here by the sojourner are not to be surpassed. The whole building is heated by steam. A few of the rooms, in addition, are provided with



C. B. Emerson & Co.
REAL · ESTATE · BROKERS.

HOQUIAM, · WASH.



Investments Made for Non-Residents

And Property Managed.

Correspondence Solicited.

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All Parts of Grays Harbor.

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grates. It is lighted by electricity, and nearly all of the rooms are provided with electrical call bells. Great care has been taken to have as perfect as possible the sanitary arrangements. Every precaution has been adopted to provide against fire. The tank system has been adopted, and fire-escapes and hydrants are conveniently located throughout the building. It is handsomely and richly furnished, and must become very popular as a summer resort. It overlooks both the harbor and the town, and one can here enjoy all the exhilarating effects of the sea air and the advantage of living in a progressive and enterprising town. It was opened for business July 1st, and has been appropriately named "The Hoquiam."

The new \$15,000 theatre, built by the Hoquiam Theatre Building Co., is one of the cosiest and most artistically finished buildings of the kind on the coast. No needed expense has been spared in the furnishing. The interior arrangements seem perfect, every modern improvement having been adopted by the management. The seating is made by one of the best known firms in the east, and the scenery is painted by the celebrated scenic painters, Soran & Landes, of Chicago. The building will comfortably seat 1000 people.

The town is abundantly supplied with water which is obtained from springs situated about a mile from town. Here the city has built a reservoir and has an engine. The mains for the conveyance of this water are laid through all the principal streets. The city is lighted by electricity, arc lights being suspended at all of the principal street corners. A private company has recently put in a Westinghouse electric plant that possesses the latest improvements in machinery, capable of supplying 100 arc lamps of 2000-candle power each and 1000 incandescent lights of 16-candle power each. For fire purposes the town has purchased two hose carts and 1500 feet of hose and a hook and ladder truck, and a \$5000 Clapp & Jones No. 3, fire engine.

A new saw mill has been erected on the Hoquiam river, about three miles from town, with a capacity of 25,000 feet of lumber per day. F. M. Davis & Co., have erected a wash and door factory, and there is also an artificial ice factory in operation. There is disbursed at Hoquiam, monthly, among the many men employed about \$100,000.

Hoquiam, in the short period of its existence, has acquired a good school house. The churches are also well represented. The Presbyterians have a neat church edifice, and the Baptists and Methodists have erected houses of worship that cost over \$3000 each. Several of the leading secret societies have

lodges, and the Grand Army has a post. It is often considered that one of the best indications of the progress and prosperity of a town is to be seen in the newspapers it possesses. In the Washingtonian this rapidly increasing town has a fit representative. In the short space of one year this paper has become one of the leading publications in this state. It possesses an excellent plant, and is issued semi-weekly.

A board of trade is one of the enterprises which has a capital stock of \$10,000, and has recently been incorporated. Its shares of stock are valued at \$100 each, and every one has been taken, thus making every business in town interested directly in its actions for the good of the city.

POINTS FOR IMMIGRANTS.

The average wages paid here are: Brick masons, \$5.00; carpenters, \$3.00; machinists and blacksmiths, \$2.50 to \$4.00; common laborers, \$2.00 to \$2.50; mill hands per month, with board, \$30 to \$100. In logging camps, per month with board, from \$40 to \$100.

It would seem that the large emigration of Eastern woodsmen to the vicinity of Hoquiam during the past five years, would have tended to lower the wages given above, but it has not; and for these reasons: First—Because the increased number of woodsmen and a better market have increased the lumber export. Second—Woodsmen coming here from the East, however skillful they may have been there, because of the different methods of operation, have to re-learn the occupation.

The climate is mild, moist and equable. The winters have but three to ten days of cold weather, when it freezes and sometimes snows. A great deal of rain falls during the winter months. Fair weather and warm sunshine are not unusual, in pleasant alternation with the winter rains. The summer months are full of perfect sunshine, with a cool ocean breeze, scarce ever becoming warmer than eighty-five degrees, and that point is seldom reached. Occasional showers occur during the summer months.

The general healthfulness of Gray's Harbor is unsurpassed. Neither malarial nor other fevers can prevail here.

The inhabitants are strictly American, made up of intelligent and energetic people from the interior and Eastern states. They are social and whole-souled people, working together with a spirit of energy and good will that results always in the greatest good for a united community.

Hoquiam offers the greatest possible inducements to people in search of homes, health or pleasure, manufacturers and capitalists.

G. W. FRANCE.

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For Grays Harbor,

+ HOQUIAM, WASH. +



Large list of desirable Acreage and Water Front, Timber
Lands, Ranches and Garden Plats.

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Property.

Especial attention given to Correspondents.

Maps, Plats, Circulars and information of Grays Harbor
Country cheerfully and promptly furnished.

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Reference and Security on application.

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HOW TO REACH HOQUIAM.

Hoquiam is reached from Tacoma and Seattle by steamer to Kamilchie, and from there by rail to Montesano, and thence to Hoquiam. It also has a steamer once every ten days from San Francisco, and once a week from Portland, and is also reached from Astoria via Qualwater bay and North Cove.

THE LUMBER INDUSTRY.

The importance of the lumber industry of Hoquiam makes a description of the timber of the adjacent country of interest in this connection. The principal woods of Washington, says a correspondent of the Northwestern Lumberman—that is, the woods of greatest commercial value, and those which are most generally distributed—are the yellow and red fir, which form about seven-eighths of the forest growth; the red cedar, the hemlock, the tide land spruce which grows nowhere more than fifty miles inland from the coast; the Port Orford cedar, which grows south of Coos Bay in Oregon only, and the sugar pine found in the southern part of the same state. There are some hardwoods and upland spruce, but these form no considerable part of the forest proper.

The yellow and red fir is the principal commercial wood of the North Pacific Coast. It is found in large quantities only west of the Rocky Mountains on this continent, but reaches its greatest growth and density west of the Cascade Range. The wood is hard and strong, varying greatly with age and conditions of growth in density, quality and amount of sap; it is difficult to work and durable, and becomes flinty and hard to cut when dry. Its specific gravity is .5157. The tree is large, especially in Western Oregon and Washington, where it is frequently found 200 feet and more in height and nine and ten feet and sometimes even more in diameter at the butt.

No other wood that can be found in any extensive forests shows such good average results, either as regards its tensile strength, its crushing strength or its transverse strength.

It has long been known as the best lumber for Howe truss bridges, and, as it can be produced in almost any desired length, it is eagerly sought by railroad engineers who have once experimented with it. On the Pacific coast it is the principal wood used in the erection of buildings of all kinds. It has no equal for spars, and vessels frequently come to Puget Sound for complete cargoes of spars to be exported to Great Britain, Australia and other foreign ports. The great beauties of the fir spar are its absolute straightness, great length in the clear, gradual taper and enormous

strength. Another purpose for which it is very valuable is for piling in fresh water, where it will lie for generations without rotting or giving way. In salt water it is less valuable for this purpose, as that terrible pest—the teredo—is exceedingly fond of it, and will sometimes destroy a whole set of piling in less than a year. For many years the ships built on the Pacific coast have been constructed almost entirely of yellow fir, and the marine underwriters are so well satisfied of its good qualities that the vessel built of fir has the same rating all through as the vessel built of the best live oak in the East.

The Hoquiam Washingtonian took the dimensions of a log in a boom that reached that place last month. It was 22 feet long, measured 112 inches through the butt, and a surveyor scaled it at 9,600 feet, which called for \$47.50 from the buyers. The log would cut more lumber than that, but its size necessitated its being blasted into at least three sections before it could be put through even the large twin saws of the mill. This was one of the least of five cuts from the same log—you have an idea of the magnitude of tree, adding, of course, at least 100 feet for top and limbs. This tree was sound and every inch of it available for lumber.

A fact like the following speaks more than columns of argument concerning the character of the entrance to Gray's Harbor. The paragraph is clipped from a late number of the Hoquiam Washingtonian: The big four-masted schooner Volunteer came sailing in over the bar, up the harbor, into the river and landed at the mill company's wharf, this noon, without the assistance of a tug.

As far as the ownership of the land is concerned, Hoquiam is not a "one man town," although her water front is private property and held at very high figures.

Eastern capitalists have about agreed to establish a large sash and door factory. The water front property is yet held for the gratuitous use of those who will rent for legitimate enterprise or business industries. The rapid building of wharves will facilitate business and make things rush for years to come.

In the first issue of the Hoquiam Washingtonian the editor wrote: "The finger of destiny—ever pointing westward, had found its mission, and in graceful curves, bends inward, till, near touching the inclining thumb, in sign language significantly proclaims, 'Enter, and in the hollow of my hand the commerce of the seas is safe from old ocean's fury, and here the arteries of traffic and of travel shall branch outward and eastward to the heart, the brain, the intelligence and very life of the great Northwest.'"

OCOSTA LAND CO.

OCOSTA

THE COMING CITY OF GRAY'S HARBOR.

The terminus of the N. P. R. R. will be here.

The most natural site on the Harbor.

All kinds of mills and factories will be induced to start here at once.

Great improvements being made as fast as the army of workmen can do so.

Gray's Harbor offers the best investments in the Northwest to-day, and OCOSTA is bound to be the city of the Harbor; remember, what the N. P. did for Tacoma, it will do the same for Ocosta. Get in on the ground floor. For information, circulars, maps, etc., address

GEO. E. FILLEY,

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OCOSTA, WASH.

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BAKER CITY

THE GATE CITY OF EASTERN OREGON.

RICH MINING CENTRE.

FACTS ABOUT ITS PAST, PRESENT AND FUTURE.

Baker City is the county seat of Baker county. It is on the direct line of the Union Pacific Road, 357 miles eastward from Portland and 1053 westward from Denver.

cellent railroad facilities, through which productions may be quickly and cheaply handled, and may be transported to central marts of trade and commerce, and we have placed together three magnificent elements of success, three great wealth producers that have never failed to create a great city from the earliest experiences recorded in ancient or modern history.

Enterprising people have been known to make a metropolis out of an ant hill, but given other conditions, a people which possesses push and vim, which know no law but that of liberty, and recognize no word save that of progress, growth must be rapid, safe



BAKER CITY.

The prophecy is current that Baker City is destined to win a fate similar to that of Denver. The prediction is not an idle one. The natural reasons for the city's rapid and extensive growth are so numerous and patent that no combination of circumstances can prevent Baker from reaching a bright destiny.

WHY BAKER MUST GROW.

There are five more than ordinarily excellent reasons why Baker City must progress, and increase in wealth, size and population. First in importance is natural resources. The multitude and magnitude of the natural gifts of wood, forest, mine, stock, grain and stream will be alluded to in detail.

Next in importance is capital to develop these resources. Baker City contains a hundred and fifty wealthy men, and has two banks from which money in any amount may be procured upon reasonable and liberal rates.

Combine then, capital and resource with ex-

and permanent.

Another sure mark of the times is reflected in the press of a city. Baker has three good daily newspapers. The *Blade* has been lately recognized and takes the abbreviated association press dispatches. It is ably conducted both locally and editorially. The *Democrat* is a neat paper, that pays great attention to local affairs and has grown greatly in popularity. It is vigorous and snappy. The *Reveille* is an evening daily, that is widely read and splendidly handled. The columns of these three papers are full of profitable local advertisements, and each has an air of prosperity that speaks well for the enterprise and appreciation of the business men of the town.

Add these five magnificent essentials together and there is presented a view of Baker City as a whole, that is as pleasing as it is striking. A well known writer recently on the ground said, from a careful survey of the

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situation, that "in five years Baker City would be the third city of the state of Oregon, that its growth will be as rapid and as complete as the wonderful progress of Spokane Falls."

NATURE OF SURROUNDING COUNTRY.

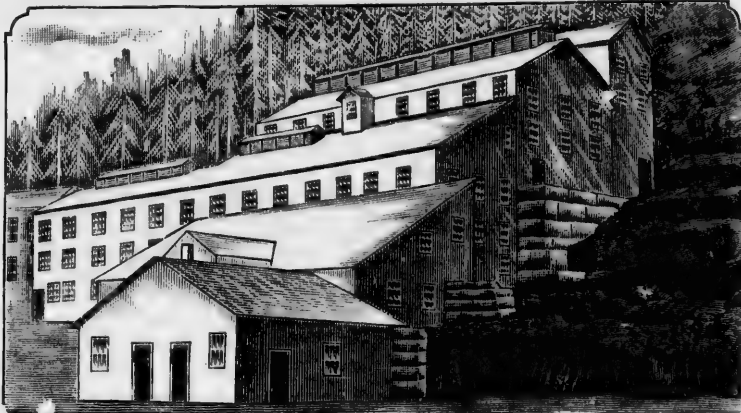
A circle drawn around Baker City for one

anywhere in the world. Among those mines in course of full or partial development, are the Sanger, Cornucopia, Conner Creek, the Malheur and Rye Valley Mines, The Seven Devils, Crocker Creek, Granite Creek, Greenhorn, John Day mines, Baisley, Elkhorn,

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CRACKER CREEK MINE, BAKER COUNTY.

hundred and twenty-five square miles is the correct amount of territory that must and does pay absolute tribute to the town. In the circle will be found the following resources:

MINES.—Within a circumference of 80 miles in any direction about Baker, has been found as rich a mining country naturally as exists

Bonanza, Nelson and others. Each of these mines is paying its owners handsomely. One of them has declared a dividend of as high as \$40,000 per month. Another with a force of 12 men is netting a profit of from \$250 to \$300 per day. Still another on a force of 30 men crushes out enough ore to yield as



NELSON MINE, BAKER COUNTY.

Baker. The Oregon Sh... the work... years after... lumber will

AGRICULTURE.—five rich a Great, United States tribute there is pr every speci in gracious alone their brush plain irrigation. many priva will soon be with apple

Among those mines in development, are Conner Creek, the Mines, The Seven Annie Creek, Green-Baisley, Elkhorn,

average of \$600 per day. With all the work that is presently going on, mining in this vicinity is yet in its infancy. Five millions spent in development of these properties will in five years yield \$20,000,000 profit. Not a day passes that does not interest some eastern or English capitalist in these properties. Men of wide mining experience, representing untold millions, are going into the mines, and the future of them will surpass Montana's mines in a very few years.

TIMBER.—Along the Burnt and Powder rivers are vast forests full of the most valuable timber known to the lumbering trade. This district will soon be tapped by a railroad (probably the Union Pacific) running out of

yield splendid results. Irrigation in Baker county is practicable and feasible. The fall of Powder river is sufficient to locate many dams for irrigation purposes, that will flood thousands of acres and make them rich in producing all things that man needs for comfort. The irrigating canal bed has been surveyed and a company formed to operate it.

STOCK.—A vast and increasing industry is that of breeding sheep, cattle and horses. The rearing of sheep means that a big business is transacted in buying, selling and shipping wool. There is no county in the Northwest that has finer hills for grazing than Baker. It is in the most exceptional seasons that any feeding is necessary. All that is

needed is simply to turn sheep, horses and cattle out upon the range. Nature provides the rest.

POINTS ABOUT BAKER CITY.

CLIMATE.—The altitude here is from 2000 to 2500 feet above sea level. The summers are warm and the winters are mild enough to be classed in general as not severe. The climate, on the whole, is very much like that of Colorado and Utah. Cyclones and blizzards are unknown; the atmosphere is dry and invigorating; the winters mild, with so little snow that sleighing is rare; the summers perfect; the waters pure, and free from excessive lime, so destructive to health in

many other regions. That it is healthful is attested by the remarkable mortality report of Baker City, a town of 5000 people, where there were less than ten deaths during the past twelve months.

VALUE OF PROPERTY.—The property of Baker City proper is assessed at less than \$2,000,000. The real value of the real estate is however not less than from \$10,000,000 to \$12,000,000.

WATER WORKS.—The city is bonded in the sum of \$60,000 for water works and a system of sewerage. The water is very pure, coming from the mountains. The city is supplied with six miles of mains, and at the present rate of growth, it will soon be neces-



HEILNER BLOCK.

Baker. The road will be known as the Oregon Short Line and the Utah R. R., and the work has already commenced. In five years after this is done \$1,000,000 worth of lumber will be the product of the saw mills.

AGRICULTURE.—There are no less than five rich and productive valleys in Baker, Grant, Union, Malheur and Wallowa counties, tributary to Baker City. From this soil there is produced wheat, rye, oats, hay, and every species of fruit save those of the tropics, in gracious abundance. In Baker county alone there are tens of thousands of sage brush plains that may be made productive by irrigation. Ditches are being constructed by many private parties, and much of this soil will soon be covered with tons of golden grain, with apple, pear and peach trees that will

rs. Each of these handsomely. One hundred of as high as other with a force of fit of from \$250 to other on a force of high ore to yield at

sary to double the length of the mains and increase the capacity.

FIRE DEPARTMENT.—The fire department consists of two hose carts and a hook and ladder truck. The companies consist of fifty men. Fire losses here have been very light for many years.

STATISTICS OF COMMERCE.—There is no real dull season at Baker. Business is always brisk. Profits are good and transactions are conducted upon a large and liberal basis. A very large volume of business is done in supplying the mines with machinery and provisions. There are ten houses in Baker that do from a quarter to a third of a million business annually. There are several general merchandise, hardware and provision stores, and two large breweries that would do credit to a city of 50,000 population.

SOCIETIES.—There is a splendid military company of forty-four men, which has a well equipped armory. There are Odd Fellows and Knights Templar lodges, and a splendid Post of the G. A. R. All these combine together to create and foster a spirit of union and accord that makes the people stand shoulder to shoulder in the great march of progress and development.

POPULATION.—The population of Baker City is now 5,000. The vote in 1886-7 was less than 600, to-day it approaches 1000, an increase of 66 2/3 percent.

NOTABLE STRUCTURES.—Hotel Warshauer is the finest hotel building in the state outside of Portland. It is doing much to attract people to Baker City. The Baker City Academy is also a handsome building. Heilner Block is another striking block, which contains every modern convenience. There are twenty other very handsome brick blocks that are filled. There is not an empty house or store in Baker City. The town also contains half a hundred elegant private residences that cost from \$5,000 to \$15,000 each. Baker City has also a good hall for public purposes, and the town liberally supports amusements that exhibit therein.

POSTOFFICE.—The business of the post-office in stamp sales and money order depart-

ment has more than doubled within twelve months. The Union Pacific freight and passenger traffic bears upon its face the same story. These are indications of growth that cannot lie or deceive.

GAS WORKS.—The city has an excellent gas plant that cost \$2500, and is paying a good dividend. An electric light system is also in operation, the plant of which cost \$25,000.

CHURCHES.—Baker City is well supplied with houses of worship. There is Catholic, Presbyterian, Episcopal, Methodist and Baptist churches.

An investment company is now in operation with every evidence of remarkable success.



WARSHAUER HOTEL.

REAL ESTATE.—Real estate is cheaper in Baker City, considering all its advantages than any city in the Northwest. Lots, blocks and acres are being rapidly disposed of. Portland, San Francisco, Denver, Salt Lake City, Chicago, Boston, New Orleans and New York. Many Spokane capitalists are investing in Baker City property. The advantages of these purchases lies in the fact that they are not all merely land speculation but buildings are going up on all hands, supply a healthy demand, and improvement of a permanent nature keep pace with real estate sales. Baker City is not flooded with wild cat real estate fiends, but those men who are in business there are solid citizens, interested in the permanent upbuilding of the city. They are all working to a common end.

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the advancement of the city. There is it is
true a great activity in Baker City property,
but values are not high and the transactions
are all upon a very conservative basis.

SCHOOLS.—The Baker City Academy is as
fine an educational building as there is in the
entire state. It is a striking brick building,
and is conducted under the best educational
principles.

STREET CAR LINE.—A street car line,
running from the foot of the main street to
the depot, is in successful operation. It sup
plies a need and has paid a handsome divi
dend from the start.

MANUFACTURING PROSPECTS.—Baker City
is also destined, at no distant time, to become
a manufacturing center of
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erected, and help the
growth of the city in
many ways.

"THERE IS NO BOOM!"

There is no desire on
the part of anyone to
create the impression
that a boom exists at
Baker City. There has
been a remarkable growth
in the past two years, but it was the
result of as natural laws as that which
compels water to flow down the hill side.
Capital has been flowing in, property has
changed hands, buildings have been erected,
and money made in mercantile and other
pursuits has been re-invested in improve
ments, local and municipal.

THE SUMPTER VALLEY RAILWAY

Will be built into Grant and Harney counties,
and open up as tributary to Baker City in
numerable rich quartz mines, and vast bodies
of the finest timber in Eastern Oregon. It is
then to cross the magnificent Harney valley,
and be eventually built into Lake and Klamath
counties, both of astonishing agricultural
capability. This railway syndicate has made

the proposition to build if the city will give a
subscription subsidy of \$50,000, to be taken
in stock. The money has been raised, and
the road will be built.

IMMIGRATION.—A large number of skilled
mechanics and laboring men still continue
to come to Baker City, attracted by the
unusual advantages offered. These are aid
ing in building up the city. This work
gives the town an impetus it never enjoyed
before. This together with the labor em
ployed in building activity, causes Baker
City to enjoy a liveliness and push, second
to no city of its size in the Northwest.
Homes are springing up in all directions,



ACADEMY.

increasing general values, and making the
prosperity substantial.

SCENERY.—The scenery about Baker City
is as glorious as the eye of man ever rested
upon. On every hand tower up magnificent
mountain peaks. Upon their crests rests the
pure white snows of heaven. Down the hill
side flow the mountain streams ever and anon,
while through the adjacent valleys the streams
wend their sunny murmuring way. Nature
has been lavish in her gifts to Baker City.
Man is doing the rest, and the combining of
the two will make this city as solid, substan
tial, firm and immovable as the rocks of
Gibraltar. There is not the slightest cause
to fear for Baker's future, on the contrary
those who had faith in her ultimate destiny
will be amply and substantially rewarded.



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OF EVERY DESCRIPTION

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SAN FRANCISCO, CAL.

Agents for C. B. PAUL'S Files

-STRANGERS-

IN PORTLAND



And others who contemplate investing, either for a home or for speculation, will do well to investigate **NORTH MOUNT TABOR**. It is very desirable for home sites on account of its proximity to good Graded Schools, Stores, &c., &c., and sure to double in value on completion of the **ELECTRIC MOTOR LINE**.

Prices low. Terms very easy.

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PORTLAND, - OREGON

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Northern Pacific

Canadian Pacific

Great Northern

Southern Pacific

Southern Pacific

Southern Pacific

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Southern Pacific

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PORTLAND, OREGON.

57

Railway Trains.

CONDENSED TIME TABLES.

	DEPOT OR WHARF.	LEAVE PORTLAND.	ARRIVE PORTLAND.	Page.
Union Pacific Fast Mail.....	Foot Fifth Street.....	9 00 p m daily.....	9 00 a m daily.....	61
" " Spokane Falls.....	" ".....	9 00 p m daily.....	9 00 a m daily.....	61
" " Fast Express.....	" ".....	9 00 a m daily.....	9 00 p m daily.....	71
Northern Pacific—Atlantic Exp.....	" ".....	7 00 p m daily.....	6 30 a m daily.....	71
" " Tacoma Exp.....	" ".....	11 40 a m daily.....	3 15 p m daily.....	71
Canadian Pacific.....	" ".....	10 00 p m.....	6 30 p m.....	81
Great Northern.....	" ".....	9 00 p m.....	9 00 a m.....	81
Southern Pacific California Exp.....	" ".....	7 00 p m daily.....	9 35 a m daily.....	81
" " Roseburg Mail.....	" ".....	7 00 a m daily.....	4 00 p m daily.....	81
" " Albany Local.....	" ".....	5 00 p m ex Sun.....	9 00 a m ex Sun.....	85
" " West Side Mail.....	" ".....	7 30 a m ex Sun.....	6 20 p m ex Sun.....	85
" " McMinnville Exp.....	" ".....	4 50 p m ex Sun.....	9 00 a m ex Sun.....	85
Southern Pacific—Silverton Accom.....	" ".....	5 00 p m ex Sun.....	9 35 a m ex Sun.....	85
" " Cohurg Mail.....	" ".....	8 00 a m ex Sun.....	4 00 p m ex Sun.....	85
" " Airline Mail.....	Foot Jefferson Street.....	9 40 a m ex Sun.....	3 20 p m ex Sun.....	85
" " Sheridan Pass.....	" ".....	4 30 p m.....	9 30 a m.....	85
Portland & Willamette Valley (mail)	" ".....	9 20 a m ex Sun.....	3 15 p m ex Sun.....	85
		Daily ex Su 7 20, 9 40 a m, 12 15, 1 55, 4 30, 5 15, 6 30, 8 35, p m, 12 trains on Sunday. Sat. only 8 35 p m train at 11 30 p m.	Daily ex Su 6 30, 8 30, 9 30 a m, 1 30, 3 10, 3 20, 6 20, 7 40 p m. Twelve trains on Sunday.	85
Portland & Willamette Valley to Oswego and way.....	Foot Jefferson Street.....	9 40 a m dly ex Sun, through to Airline.		85
Portland & Vancouver Railway.....	Stark St. Ferry, Portland.....	6 50, 8 20, 9 50, 11 20 a m, 12 50, 1 35, 2 20, 3 05, 3 50, 4 35, 6 05, 7 35, 10 35 p m.....	Daily ex Su 6 30, 8 30, 9 30 a m, 1 30, 3 10, 3 20, 6 20, 7 40 p m. Twelve trains on Sunday.	76

River Steamers.

LOWER COLUMBIA RIVER STEAMERS.				
Union Pacific.....for Astoria	Ash Street Dock.....	6 00 a m Tu Th Sa	5 p m Mo We Fr.	87
Telephone.....for Astoria	Alder Street Dock.....	11 30 p m Tu Th Sa	4 a m Su Wed Fri.	87
CLATSkanie RIVER STEAMER.				
G. W. Shaver, to Clatskanie only	Alder Street Dock.....	6 00 a m Mo We Fri	2 30 p m Tu Th Sat	87
Cowlitz RIVER STEAMERS.				
Joseph Kellogg.....	Foot Taylor Street.....	7 00 a m Tu Th Sat	1 00 p m Mo We Fr	87
Toledo.....	" ".....	6 00 a m Mo Th.....	9 00 a m Tu Thu.....	87
LEWIS RIVER STEAMER.				
Lucca Mason.....	Alder Street Dock.....	9 00 a m Tu Th Sat	1 30 p m Mo We Fri.....	87
MIDDLE COLUMBIA RIVER STEAMERS.				
Union Pacific.....for The Dalles	Ash Street Dock.....	6 00 a m ex. Sun.....	5 00 p m ex. Sun.....	86
Vancouver T&E Co. for Vancouver	Taylor Street Dock.....	3 00 p m ex. Sun.....	9 30 a m ex. Sun.....	86
Idaho.....for La Camas and way landings	Foot Washington St.....	8 00 a m Tu Th Sat		86
WILLAMETTE RIVER STEAMERS.				
" ".....for Dayton	" ".....	7 00 a m M W F.....	Tu Th Sat.....	
Latona for Oregon City and way.....	Taylor Street Dock.....	10 a m, 3 30 p m dly		
Altona.....for Oregon City.....	Taylor Street Dock.....	Sun 10 a m, 4 30 p m		86
		7 30 a m, 1 p m.....		

Ocean Steamers.

San Francisco.....	Ainsworth Dock.....	Apr. 2, 6, 10, 14, 18, 22, 26, 30, May 4, 18	101
San Francisco (from Yaquina).....	Yaquina Bay.....	Lv. Yaquina Mar. 8, 16, 26	80
Alaska Steamer.....	Ainsworth Dock.....	About Apr. 2, 17 and May 2, 17	
Alliance.....for Gray's Harbor	Foot of C street.....	Wednesdays 12 mid. Weekly.	
Dolphin.....for Shoalwater Bay	" ".....	Fortnightly.....	
Augusta, for Tillamook.....	From Astoria only.....	Fortnightly.....	
Michigan.....	" ".....	Apr. 16, May 1, 16, June 1, 10	April 23, May 13, 28, June 13, 23.

Ferries and Suburban Steamers.

Jefferson Street Ferry.....	Foot Jefferson Street.....	Every 15 minutes from 5 00 a m to 6 00 p m	
Stark Street Ferry.....	Foot Stark Street.....	Every 10 minutes from 5 00 a m to 8 00 p m	
		Every 15 minutes from 10 00 p m to 12 night	
Albina Steamer.....	Foot Stark Street.....	Every half hour from 12 night to 5 a m	
Albina Ferry.....	Foot N. Front and N Ste	Every 30 minutes from 6 45 a m to 11 45 p m	
Sellwood, Cambridge and Milwaukie.....	Volunteer. Foot Washington Street	Every 15 minutes from 5 00 a m to 6 00 p m	Sat. 11 30 p m

GREAT NORTHERN RAILWAY LINE



Two Routes from the Pacific Coast to the East

For full information apply or write any of the undersigned representatives of the Company.

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P. P. SHELBY, General Traffic Manager.

F. I. WHITNEY, G. P. & T. A., Great Northern Railway

B. H. LANGLEY, G. F. & T. A., Mont. Cent., Helena, M.

F. A. ROCKWELL, A. G. P. A., E. M. Ry.

EAST.			WEST.			EAST.			WEST.			EAST.			WEST.		
MONTANA EXPRESS.			MONTANA EXPRESS.			MONTANA EXPRESS.			MONTANA EXPRESS.			MONTANA EXPRESS.			MONTANA EXPRESS.		
STATIONS.			STATIONS.			STATIONS.			STATIONS.			STATIONS.			STATIONS.		
Daily	Mis.	No. 3	Daily	Mis.	No. 3	Daily	Mis.	No. 3	Daily	Mis.	No. 3	Daily	Mis.	No. 3	Daily	Mis.	No. 3
9 00PM	2238		9 00AM	2238		9 30PM	6 20PM	203	9 00AM	2238		9 30PM	6 20PM	203	9 00AM	2238	
1 10AM	2140		5 05AM	8 00AM	2150	10 00AM	11 40PM	300	10 00AM	2140		10 00AM	11 40PM	300	10 00AM	2140	
8 45AM			8 30PM	8 00AM	2150	10 00AM	11 40PM	310	10 00AM			10 00AM	11 40PM	310	10 00AM		
7 00PM	2064		9 55AM	8 00AM	2024	10 00AM	11 40PM	225	10 00AM	2064		10 00AM	11 40PM	225	10 00AM	2064	
7 45AM			7 50AM	1 00PM	1389	10 00AM	11 40PM	295	10 00AM			10 00AM	11 40PM	295	10 00AM		
1 17PM	1581		6 07PM	1 15PM	1517	10 00AM	11 40PM	295	10 00AM	1 17PM		10 00AM	11 40PM	295	10 00AM	1 17PM	
1 50AM	1508		5 40PM	1 25PM	1378	10 00AM	11 40PM	295	10 00AM	1 50AM		10 00AM	11 40PM	295	10 00AM	1 50AM	
7 00PM	2500		4 45AM	2 20AM	1298	10 00AM	11 40PM	390	10 00AM	7 00PM		10 00AM	11 40PM	390	10 00AM	7 00PM	
11 00PM	2404		6 00PM	10 45AM	458	10 00AM	11 40PM	390	10 00AM	11 00PM		10 00AM	11 40PM	390	10 00AM	11 00PM	
10 00AM	1659		6 00PM	10 45AM	458	10 00AM	11 40PM	390	10 00AM	10 00AM		10 00AM	11 40PM	390	10 00AM	10 00AM	
5 00PM	1066		7 30AM	3 11PM	375	10 00AM	11 40PM	390	10 00AM	5 00PM		10 00AM	11 40PM	390	10 00AM	5 00PM	
1 50AM	1312		10 05PM	5 00PM	334	10 00AM	11 40PM	468	10 00AM	1 50AM		10 00AM	11 40PM	468	10 00AM	1 50AM	
5 00AM	1250		7 40PM	8 00PM	258	10 00AM	11 40PM	501	10 00AM	5 00AM		10 00AM	11 40PM	501	10 00AM	5 00AM	
7 00PM	1272		9 05AM	10 35PM	258	10 00AM	11 40PM	501	10 00AM	7 00PM		10 00AM	11 40PM	501	10 00AM	7 00PM	
7 45AM	1245		6 30PM	10 35PM	215	10 00AM	11 40PM	418	10 00AM	7 45AM		10 00AM	11 40PM	418	10 00AM	7 45AM	
11 10AM	1173		2 45PM	10 35PM	214	10 00AM	11 40PM	418	10 00AM	11 10AM		10 00AM	11 40PM	418	10 00AM	11 10AM	
2 55PM	1074		1 45AM	10 35PM	183	10 00AM	11 40PM	422	10 00AM	2 55PM		10 00AM	11 40PM	422	10 00AM	2 55PM	
7 00PM	982		1 01AM	6 35AM	11	10 00AM	11 40PM	245	10 00AM	7 00PM		10 00AM	11 40PM	245	10 00AM	7 00PM	
8 05PM	934		5 05AM	7 15AM	0	10 00AM	11 40PM	312	10 00AM	8 05PM		10 00AM	11 40PM	312	10 00AM	8 05PM	
12 30AM	782		12 40AM	No. 3		10 00AM	11 40PM	75	10 00AM	12 30AM		10 00AM	11 40PM	75	10 00AM	12 30AM	
10 00AM	526		1 10PM	No. 3		10 00AM	11 40PM	108	10 00AM	10 00AM		10 00AM	11 40PM	108	10 00AM	10 00AM	
2 55PM	407		11 35AM	4 00PM	0	10 00AM	11 40PM	260	10 00AM	2 55PM		10 00AM	11 40PM	260	10 00AM	2 55PM	
6 20PM	320		8 45PM	4 20PM	11	10 00AM	11 40PM	314	10 00AM	6 20PM		10 00AM	11 40PM	314	10 00AM	6 20PM	
7 25PM	299		9 45PM	178	West Superior.	1 15PM	8 15AM	270	10 00AM	7 25PM		10 00AM	11 40PM	270	10 00AM	7 25PM	
5 00PM	320		7 55AM	10 00PM	181	1 00PM	8 15AM	312	10 00AM	5 00PM		10 00AM	11 40PM	312	10 00AM	5 00PM	
9 10PM	242		5 00AM	11 00PM	108	2 40AM	7 00PM	192	10 00AM	9 10PM		10 00AM	11 40PM	192	10 00AM	9 10PM	
9 15PM	241		4 45AM	3 35AM	281	2 40AM	7 00PM	241	10 00AM	9 15PM		10 00AM	11 40PM	241	10 00AM	9 15PM	
10 25PM	218		4 00AM	4 50AM	249	3 00PM	7 00PM	274	10 00AM	10 25PM		10 00AM	11 40PM	274	10 00AM	10 25PM	
1 25PM	187		2 50AM	7 30AM	328	3 00PM	7 00PM	117	10 00AM	1 25PM		10 00AM	11 40PM	117	10 00AM	1 25PM	
3 40AM	75		10 45PM	6 30AM	75	6 15PM	5 20PM	143	10 00AM	3 40AM		10 00AM	11 40PM	143	10 00AM	3 40AM	
6 55AM	11		8 10PM	11 30AM	141	12 30PM	5 45AM	104	10 00AM	6 55AM		10 00AM	11 40PM	104	10 00AM	6 55AM	
6 55AM	0		7 40PM	6 25PM	209	7 30AM	7 45AM	1039	10 00AM	6 55AM		10 00AM	11 40PM	1039	10 00AM	6 55AM	
				12 01PM	1127												

Y LINE



at the East
the Company.

Co., Cal.

Minn.

Mont. Cent., Helena, M.
M. Ry.

STATIONS.

Browns Valley	8
Ellendale	9
Aberdeen	10
Watertown	11
Huron	12
Hutchinson	13
Crookston	14
St. Vincent	15
Emerson	16
St. Hilaire	17
Fosston	18
Rugby Junction	19
Bottineau	20
Church's Ferry	21
St. John	22
Larimore	23
Langdon	24
Wahpeton	25
Hope	26
St. Cloud	27
Willmar	28
Everest	29
Portland	30
Cassellton	31
Mayville	32
Tintah	33
Moorhead	34
Halstead	35
Sauk Centre	36
Eagle Bend	37
Great Falls	38
Sand Coulee	39
Monarch	40

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EASTWATER

Foot	Mail	AD	AD
Daily	8	8	8

8 45PM	8
8 35PM	8
9 15PM	8
9 35PM	8
9 55PM	8
9 55PM	9
10 04PM	9
10 14PM	9
10 17PM	9
10 28PM	9
10 40PM	10
10 50PM	10
11 00PM	10
11 20PM	10
11 45PM	11
12 01AM	11
12 18AM	11
12 25AM	12
1 25AM	12
1 40AM	1
1 50AM	1
2 00AM	1
2 00AM	1
2 35AM	1
2 47AM	2
2 47AM	2
2 55AM	2
3 05AM	2
3 05AM	3
3 47AM	3
3 55AM	3
4 17AM	3
4 27AM	3
5 00AM	4
5 00AM	4
5 45AM	5
6 00AM	5
6 10AM	5
6 30AM	5
6 35AM	5
6 50AM	6
7 10AM	6
7 00AM	6
7 00AM	7
7 00AM	7
8 00AM	8
8 00AM	8
10 00AM	9
10 00AM	9

Oregon and Washington Divisions Corrected to Date.

UNION PACIFIC SYSTEM.

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EASTWARD.				WESTWARD.				EAST.				WEST.			
Past Mail.	Atlantic	Portland	Between Portland and Huntington Pacific time.	Pacific Exp.	Past Mail.	Atlantic	Portland	Past Mail.	Atlantic	Portland	Pacific time-1 hour slower than Mountain time.	Pacific Exp.	Past Mail.	Atlantic	Portland
Daily.	Exp.	Daily.	Apr., 1891.	Daily.	Daily.	Daily.	Daily.	Daily.	Exp.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
8 45PM	8 00AM	9 15	Portland, Ar	9 45PM	8 00AM	9 15	Portland, Ar	11 05AM	10 00PM	297	Hilgard	8 45AM	7 55PM	8 25AM	7 35PM
8 55PM	8 10AM	9 30	Eas. Portland	9 35PM	8 50AM	9 15	Portland, Ar	11 35AM	11 00PM	318	La Grande	7 55AM	7 05PM	7 55AM	7 05PM
9 15PM	8 30AM	10 00	Clarine	9 15PM	8 30AM	9 15	Portland, Ar	12 15PM	11 40PM	327	Union	7 25AM	6 35PM	7 25AM	6 35PM
9 35PM	8 45AM	10 15	Fairview	8 55PM	8 15AM	9 15	Portland, Ar	12 37PM	12 05AM	337	North Powder	7 00AM	6 10PM	7 00AM	6 10PM
9 55PM	8 55AM	10 30	Troutdale	8 44PM	8 08AM	9 15	Portland, Ar	12 55PM	12 25AM	347	Haines	6 40AM	5 50PM	6 40AM	5 50PM
10 15PM	9 11AM	10 45	Rooster Rock	8 25PM	7 50AM	9 15	Portland, Ar	1 17PM	12 50AM	357	Baker City	6 20AM	5 30PM	6 20AM	5 30PM
10 45PM	9 24AM	10 55	Bridal Veil	8 13PM	7 38AM	9 15	Portland, Ar	1 35PM	1 05AM	363	Norton	6 05AM	5 17PM	6 05AM	5 17PM
10 14PM	9 35AM	11 05	Multnomah Falls	8 03PM	7 28AM	9 15	Portland, Ar	1 50PM	1 30AM	367	Encina	5 55AM	5 07PM	5 55AM	5 07PM
10 17PM	9 40AM	11 10	Oreonta	7 58PM	7 23AM	9 15	Portland, Ar	1 55PM	1 35AM	369	Pleasant Valley	5 45AM	4 55PM	5 45AM	4 55PM
10 35PM	9 50AM	11 20	Dodson's	7 48PM	7 12AM	9 15	Portland, Ar	2 17PM	1 52AM	377	Unity	5 15AM	4 31PM	5 15AM	4 31PM
10 40PM	10 03AM	11 25	Bonneville	7 35PM	7 00AM	9 15	Portland, Ar	2 35PM	2 10AM	384	Durkee	4 55AM	4 10PM	4 55AM	4 10PM
10 50PM	10 15AM	11 30	Cascade Locks	7 25PM	6 50AM	9 15	Portland, Ar	2 52PM	2 27AM	392	Weatherby	4 35AM	3 47PM	4 35AM	3 47PM
11 00PM	10 35AM	11 35	Wyeth	7 05PM	6 31AM	9 15	Portland, Ar	3 20PM	3 00AM	404	Ar. Huntington	4 10AM	3 20PM	4 10AM	3 20PM
11 35PM	10 52AM	11 40	Viento	6 50PM	6 14AM	9 15	Portland, Ar	4 04PM	3 00AM	404	Ar. Huntington	4 10AM	3 20PM	4 10AM	3 20PM
11 45PM	11 14AM	11 45	Hood River	6 30PM	5 54AM	9 15	Portland, Ar	4 10PM	3 00AM	404	Ar. Huntington	4 10AM	3 20PM	4 10AM	3 20PM
12 01AM	11 44AM	11 50	Mosier	6 13PM	5 35AM	9 15	Portland, Ar	5 00PM	3 00AM	418	Olds Ferry	4 23PM	3 33PM	4 23PM	3 33PM
12 15AM	11 50AM	12 00	Rosena	5 52PM	5 15AM	9 15	Portland, Ar	5 32PM	3 00AM	427	Weiser	3 55PM	3 05PM	3 55PM	3 05PM
12 35AM	12 15PM	12 05	Dalles	5 30PM	4 50AM	9 15	Portland, Ar	6 00PM	3 00AM	440	Payette	3 28PM	2 38PM	3 28PM	2 38PM
1 35AM	12 50PM	12 10	Summit	4 50PM	4 12AM	9 15	Portland, Ar	6 10PM	3 00AM	444	Ontario	3 18PM	2 28PM	3 18PM	2 28PM
1 40AM	1 05PM	12 15	Collio	4 42PM	3 58AM	9 15	Portland, Ar	6 27PM	3 00AM	477	Caldwell	2 18PM	1 28PM	2 18PM	1 28PM
1 40AM	1 05PM	12 15	Des Chutes	4 36PM	3 47AM	9 15	Portland, Ar	7 48PM	3 00AM	486	Nampa	2 08PM	1 18PM	2 08PM	1 18PM
2 00AM	1 20PM	12 30	Biggs	4 25PM	3 40AM	9 15	Portland, Ar	8 56PM	3 00AM	506	Mountain Home	12 17PM	11 27PM	12 17PM	11 27PM
2 00AM	1 34PM	12 35	Grants	4 18PM	3 30AM	9 15	Portland, Ar	9 56PM	3 00AM	541	Medbury	11 10AM	10 20AM	11 10AM	10 20AM
2 35AM	1 50PM	12 40	John Days	4 00PM	3 14AM	9 15	Portland, Ar	10 35PM	3 00AM	560	Glenn's Ferry	10 05AM	9 15AM	10 05AM	9 15AM
2 37AM	2 05PM	12 45	Squally Hook	3 47PM	3 00AM	9 15	Portland, Ar	11 00PM	3 00AM	570	King Hill	9 20AM	8 30AM	9 20AM	8 30AM
3 00AM	2 15AM	12 50	Quinne	3 37PM	2 50AM	9 15	Portland, Ar	1 20AM	3 00AM	579	Shoshone	8 55AM	8 05AM	8 55AM	8 05AM
3 00AM	2 35PM	1 00	Blalocks	3 20PM	2 36AM	9 15	Portland, Ar	6 40AM	3 00AM	622	American Falls	8 45AM	7 55AM	8 45AM	7 55AM
3 35AM	3 00PM	1 05	Arlington	3 00PM	2 18AM	9 15	Portland, Ar	7 30AM	3 00AM	704	Pocatello	8 30AM	7 40AM	8 30AM	7 40AM
3 47AM	3 22PM	1 10	Willows	2 40PM	2 01AM	9 15	Portland, Ar	8 05AM	3 00AM	753	McCannan	8 15AM	7 25AM	8 15AM	7 25AM
3 55AM	3 28PM	1 15	Willows June	2 34PM	1 55AM	9 15	Portland, Ar	8 55AM	3 00AM	782	Squaw Creek	8 00AM	7 10AM	8 00AM	7 10AM
4 17AM	3 52PM	1 20	Castle Rock	2 18PM	1 40AM	9 15	Portland, Ar	9 05PM	3 00AM	788	Soda Springs	7 55AM	7 05AM	7 55AM	7 05AM
4 27AM	4 01PM	1 25	Coyote	2 04PM	1 28AM	9 15	Portland, Ar	9 56PM	3 00AM	800	Cokeville	7 45AM	6 55AM	7 45AM	6 55AM
5 00AM	4 27PM	1 30	Stokos	1 47PM	1 05AM	9 15	Portland, Ar	10 35PM	3 00AM	844	Granger	7 30PM	6 40PM	7 30PM	6 40PM
5 00AM	4 40PM	1 35	Umatilla Ju	1 35PM	12 50AM	9 15	Portland, Ar	1 10PM	3 00AM	1247	Laramie	6 50PM	6 00PM	6 50PM	6 00PM
5 00AM	5 05PM	1 40	Maxwell	1 15PM	12 22AM	9 15	Portland, Ar	1 15PM	3 00AM	1304	Cheyenne	6 40PM	5 50PM	6 40PM	5 50PM
5 00AM	5 25PM	1 45	Fosters	12 55PM	12 05AM	9 15	Portland, Ar	2 45PM	3 00AM	1449	Julesburg	6 30AM	5 40PM	6 30AM	5 40PM
5 15AM	5 32PM	1 50	Echo	12 52PM	11 58PM	9 15	Portland, Ar	3 12PM	3 00AM	1625	Keasney	6 15AM	5 25PM	6 15AM	5 25PM
5 20AM	5 45PM	1 55	Nolin	12 40PM	11 45PM	9 15	Portland, Ar	3 32PM	3 00AM	1773	Grand Island	6 05PM	5 15PM	6 05PM	5 15PM
5 25AM	5 50PM	2 00	Voakum	12 35PM	11 40PM	9 15	Portland, Ar	3 52PM	3 00AM	1785	Columbus	5 55PM	5 05PM	5 55PM	5 05PM
5 35AM	6 10PM	2 05	Barnhart	12 20PM	11 25PM	9 15	Portland, Ar	4 05PM	3 00AM	1820	Valley	5 45PM	4 55PM	5 45PM	4 55PM
7 00AM	6 10PM	2 10	Pendleton (Lv	11 00PM	11 00PM	9 15	Portland, Ar	4 30PM	3 00AM	1823	Council Bluffs	5 35PM	4 45PM	5 35PM	4 45PM
7 00AM	6 35PM	2 15	Pendleton Jun	12 05PM	11 40PM	9 15	Portland, Ar	5 05PM	3 00AM	2310	Chicago	5 25AM	4 35PM	5 25AM	4 35PM
7 00AM	7 05PM	2 20	Mission	11 40AM	10 50PM	9 15	Portland, Ar	5 25AM	3 00AM	1804	Cheyenne	5 15AM	4 25PM	5 15AM	4 25PM
7 00AM	7 18PM	2 25	Yavine	11 25AM	10 28PM	9 15	Portland, Ar	5 45AM	3 00AM	1806	Grand Island	5 05PM	4 15PM	5 05PM	4 15PM
8 00AM	8 10PM	2 30	Mikecha	11 00AM	10 05PM	9 15	Portland, Ar	6 15PM	3 00AM	1728	Columbus	4 55PM	4 05PM	4 55PM	4 05PM
8 00AM	8 30PM	2 35	Wilbur	10 43AM	9 40PM	9 15	Portland, Ar	6 32PM	3 00AM	1773	Valley	4 45PM	3 55PM	4 45PM	3 55PM
8 00AM	8 45PM	2 40	North Fork	10 40AM	9 47PM	9 15	Portland, Ar	6 50PM	3 00AM	1785	Omaha	4 35PM	3 45PM	4 35PM	3 45PM
8 00AM	9 05PM	2 45	Laka	10 00AM	9 05PM	9 15	Portland, Ar	7 05PM	3 00AM	1820	Council Bluffs	4 25PM	3 35PM	4 25PM	3 35PM
10 00AM	9 05PM	2 50	Mechani	9 40AM	8 45PM	9 15	Portland, Ar	7 30PM	3 00AM	2310	Chicago	4 15AM	3 25PM	4 15AM	3 25PM
10 00AM	9 30PM	2 55	Kamela	9 40AM	8 45PM	9 15	Portland, Ar	7 55PM	3 00AM	1804	Cheyenne	4 05AM	3 15PM	4 05AM	3 15PM

W. C. NOON & CO., THE LEADING Bag, Tent & Twine House W. C.

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UNION PACIFIC—RAIL DIVISIONS—Continued.

CHAS. H. DODD & CO., First and Vine Streets, Agents, Shuttler Farm Wagons, Deere Harrows, Spring-Tooth Harrows.

7 55PM	8 15AM	1410	Ar	Denver	Lv	12 30AM	9 35AM
8 04AM	3 52PM	1629	Lv	Wallace	Ar	9 35AM	
East of Wallace Central time 2 hrs faster than Pacific							
11 01AM	12 30AM	1863		Salina		4 07AM	5 05PM
1 03PM	2 57AM	1881		Manhattan		1 35AM	2 40PM
2 55PM	4 40AM	1982		Topoka		11 45PM	12 55PM
3 40PM	5 35AM	2011		Lawrence		10 44PM	11 59AM
5 45PM	5 40AM	2013		Lawrence Junc.		10 37AM	11 53AM
5 07PM	7 00AM	2049		Kansas City		9 20PM	10 45AM
7 00AM	8 30PM		Ar	St. Louis	Lv	9 00AM	8 35PM

WASHINGTON DIVISION

Exp. 8	Exp. 6			Pacific Time	Exp. 5	Exp. 7
8 45PM	0	Lv	Portland	Ar	9 00AM	
7 40AM	231		Pendleton		10 00PM	
7 43AM	232		Pendleton Junc.		9 57PM	
8 12AM	241		Eastland		9 27PM	
8 21AM	244		Adams		9 18PM	
8 36AM	248		Athens		9 10PM	
8 45AM	252		Weston		8 50PM	
8 53AM	255		Downing		8 50PM	
9 11AM	262		Bates		8 20PM	
9 28AM	267		Milton		8 05PM	
9 36AM	271		Spoford		7 55PM	
10 00AM	245		Walla Walla		7 30PM	
	352		Valley Grove			
	355		Hadley			
	359		Berryman			
	362		Prescott			
	366		Highland			
	369		Bolles Junc.			
	374		Menoken			
	381		Alto			
	387		Relief			
12 45PM	293		Starbuck		4 30PM	
12 53PM	296		Grange City		4 19PM	
1 10PM	301		Riparia		4 05PM	
1 45PM	314		Hay		3 35PM	
2 05PM	320		Meeker		3 20PM	
2 15PM	326		LaCrosse Junc.		3 06PM	
2 22PM	328		Sutton		2 40PM	
2 40PM	336		Winona Junc.		2 35PM	
3 05PM	342		Endicott		2 10PM	
3 34PM	353		Diamonds		1 42PM	
3 45PM	357		Mockonema		1 30PM	
3 50PM	359		Crest		1 23PM	
4 05PM	361		Colfax		1 05PM	
4 20PM	368		Glenwood		12 48PM	
4 37PM	374		Elberton		12 30PM	
4 55PM	370		Garfield		12 15PM	
5 20PM	380		Farmington		11 45AM	
5 35PM	395		Settle		11 30AM	
5 50PM	400	Ar	Tekoa	Lv	10 33AM	
6 31PM	416		Latah		10 10AM	
6 55PM	418		Fairfield		9 30AM	
7 10PM	422		Rockford		9 10AM	
7 30PM	431		Freeman		8 55AM	
7 55PM	439		Chester		8 45AM	
8 10PM	446		East Spokane			
8 25PM	449	Ar	Kpokane Falls	Lv		

WASHINGTON DIVISION

Mix Div					Mix Div	
8 00AM	0	Lv	Portland	Ar	9 00AM	
5 00PM	186		Umatilla Ju		12 20PM	
			Exp.			
5 35PM	198		Cold Springs		11 40AM	
5 55PM	214		Juniper		11 20AM	
6 30PM	214	Lv	Walla Walla Junc.	Lv	10 45AM	
7 00PM	220		Bluff siding		10 05AM	
7 20PM	224		Divide		9 50AM	
7 35PM	229		Touchet		9 35AM	
8 00PM	235		Raymo		9 17AM	
8 20PM	240		Whitman		9 00AM	
8 45PM	245	Ar	Walla Walla	Lv	8 45AM	

ELGIN BRANCH

Mix Div					Mix Div	
8 30AM	0	Leave	La Grande	Ar	10 30AM	
5 00PM	2 5		Idland City		10 00PM	
4 40PM	5 8	Arrive	Elgin		Leave	8 50AM

Mixed	Di	Di	Di	Di	Mixed	Di
8 15 PM	142	Lv	Arlington	Ar	11 00 PM	
8 40 PM	151		Willows		10 35 AM	
8 50 PM	152		Willows Junc.		10 25 AM	
4 30 PM	166		Cedias		9 45 AM	
4 45 PM	172		Douglas		9 30 AM	
5 20 PM	180		Ione		8 55 AM	
5 50 PM	188		Lexington		8 25 AM	
6 15 PM	197	Ar	Heppner	Lv	8 00 AM	

PLEASANT VAL BRCH

Daily	Di	Daily	Di	Daily	Di	Daily
4 00PM	338	Lv	Winona Ju	Ar	2 35PM	
4 50PM	347		Willada		2 00PM	
5 20PM	354		St. Johns		1 30PM	
5 50PM	361		Sunset		1 00PM	
6 15PM	367		Thornton		12 40PM	
6 50PM	375		Oakdale		12 10PM	
7 05PM	378		Flechers		11 50AM	
7 30PM	384	Ar	Settle	Lv	11 30AM	

DAYTON BRANCH

EXP. DLY	EXP. DLY	EXP. DLY	EXP. DLY	EXP. DLY	EXP. DLY	EXP. DLY
6 35PM	11 15 AM	269	Lv	Bolles Ju	Ar	11 00AM
6 47PM	11 27 AM	273		Waitsburg		10 48AM
6 50PM	11 30 AM	276		Huntsville		10 38AM
7 05PM	11 45 AM	279		Longs		10 28AM
7 15PM	11 55 AM	282	Ar	Dayton	Lv	10 20AM

MOSCOW BRANCH

Mix Div	Ex Div	Mix Div	Ex Div	Mix Div	Ex Div	Mix Div
8 30AM	4 10PM	361	Lv	Colfax	Ar	12 55PM
9 05AM	4 35PM	367		Riverdale		12 31PM
9 15AM	4 38PM	371		Shawnee		12 25PM
9 30AM	4 48PM	374		Guy		12 15PM
10 00AM	5 05PM	380		Pullman		11 58AM
10 20AM	5 23PM	385		Garrison		11 42AM
10 35AM	5 35PM	389	Ar	Moscow	Lv	11 30AM

PAMPA BRANCH

Mixed		Mixed		Mixed		Mixed
8 15AM	286	Ar	Connell	Lv	6 20AM	
8 55AM	276		Sulphur		5 45AM	
9 35AM	284		Kahlotus		5 15AM	
10 15AM	295		Washtucna		4 35AM	
10 55AM	308		Hooper		4 00AM	
11 35AM	315		LaCrosse Junc	Ar	3 35AM	
11 55AM	319	Lv	LaCrosse Junc	Ar	3 05AM	

POMEROY BRANCH

Mix Div		Mix Div		Mix Div		Mix Div
4 30PM	293	Lv	Starbuck	Ar	12 05PM	
5 03PM	300		Delaney		11 25AM	
5 35PM	307		Chard		11 00PM	
6 10PM	317		Zumwalt		10 25PM	
6 35PM	322	Ar	Pomeroy	Lv	10 09PM	

MULLAN LINE

Frt Dly	Ex Dly	Di	Di	Di	Di	Di
12 25PM	11 00AM	400		Tekoa		6 10PM
12 35PM	11 00AM	402		Tilma		6 05PM
1 00PM	11 17AM	407		Loveil		5 52PM
1 25PM	11 30AM	412		Watts		5 40PM
1 40PM	11 40AM	416		Plummer		5 31PM
2 15PM	11 54AM	423		Chatcolet		5 15PM
3 15PM	12 25PM	434		Anderson		4 50PM
4 15PM	12 45	445		Chaldo		4 25PM
5 25PM	1 10PM	457		Chaldo		4 00PM
6 15PM	1 40PM	469		Warner		3 30PM
6 50PM	1 55PM	476		Osburn		3 15PM
7 10PM	2 15PM	480	Ar	Wallace	Lv	3 05PM
8 00PM	2 35PM			Mullan		2 45PM

BURKE BRANCH

8 30PM	11 59AM		Lv	Wallace	Ar	2 00PM
				Gem City		5 30PM
4 00PM	12 30PM		Ar	Burke	Lv	1 30PM

CACHE VALLEY BRANCH

Mail	Daily	Di	Di	Di	Di	Di
7 45AM	0	Lv	Cache Jct	Ar	7 00AM	
8 12AM	0		Mendon		6 35AM	
8 35AM	15		Logan		6 15AM	
	20		Hyde Park			
9 37AM	36		Fre		5 20AM	
10 00PM	42	Ar	Preston	Lv	5 00AM	

WESTWALL

Mx	dly	Mx	dly	Mx	dly	Mx	dly
8 30AM	7 00			8 40AM	8 10		

KAROUND

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

Exp	Mail	Exp	Mail	Exp	Mail	Exp	Mail
4 55		5 20		5 53		6 10	

WESTWALL

WINE HOUSE W. C. NOON & CO., BAGS, TENTS AND TWINES.

PORTLAND, ORE.

UNION PACIFIC—RAIL DIVISIONS—Continued.

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WESTWARD.			Boise Division			EASTWARD.		
Mx dly	Mx dly	Dist	Expt	Fast Mail	Dist	Mx dly	Mx dly	Dist
Ar 11 00 PM	10 35 AM	10	2 30 PM	7 00 AM	0 lv	Nampa	ar	1 40 PM 7 30 PM
10 35 AM	9 45 AM	10	3 40 PM	8 10 AM	20 ar	Hunter	lv	12 30 PM 6 20 PM
9 45 AM	8 55 AM	10				Boise		
8 55 AM	8 25 AM	10						
8 25 AM	8 00 AM	10						
8 00 AM								
Eastbound.			Idaho Division			Westbound.		
Expt	Fast Mail	Dist	Expt	Fast Mail	Dist	Expt	Fast Mail	Dist
4 55 PM	11	0 lv	Garrison	ar	5 30 PM	6 00 AM		
5 20 PM	11	0 lv	Deer Lodge	ar	5 30 PM	6 00 AM		
5 53 PM	26	0 lv	Warm Springs	ar	4 15 PM	4 10 AM		
6 10 PM	33	0 lv	Stuart	ar	3 30 PM	3 30 AM		
6 35 AM	44 ar	Silver Bow	lv					
7 00 PM	51 lv	Butte City	ar					
7 30 PM	44 lv	Silver Bow	ar					
8 25 PM	65	0 lv	Divide	ar	4 15 PM	4 10 AM		
8 55 PM	75	0 lv	Moose	ar	3 30 PM	3 30 AM		
10 05 PM	106	0 lv	Ellison	ar	2 37 PM	1 50 AM		
10 55 PM	131	0 lv	Ree Rock	ar	1 40 PM	12 45 AM		
11 40 PM	164 ar	Lima	lv		12 40 PM	11 40 PM		
12 01 AM	154 lv	Lima	ar		12 20 PM	11 15 PM		
1 05 AM	182	0 lv	Beaver Canon	ar	11 0 AM	9 50 PM		
2 00 AM	211	0 lv	Cama	ar	10 00 AM	8 35 PM		
2 43 AM	232	0 lv	Market Lake	ar	9 18 PM	7 50 PM		
3 18 AM	249	0 lv	Eagle Rock	ar	8 45 PM	7 15 PM		
4 10 AM	275	0 lv	Blackfoot	ar	7 50 AM	6 10 PM		
5 00 AM	299 ar	Pocatello	lv		7 00 AM	5 00 PM		
7 30 AM	299 lv	Pocatello	ar		5 00 AM	4 00 PM		
8 35 AM	328	0 lv	McAmmon	ar	4 00 AM	3 05 PM		
10 10 PM	350	0 lv	Swan Lake	ar	2 35 AM			
10 22 AM	353	0 lv	Oxford	ar	2 25 AM			
10 45 AM	359	0 lv	Garnier	ar	2 05 AM			
12 40 PM	385	0 lv	Catch Junction	ar	12 30 PM	7 45 PM		
1 10 PM	413	0 lv	Collinsville	ar	11 50 PM	7 20 PM		
1 45 PM	424	0 lv	Honeyville	ar	11 15 PM	6 55 PM		
2 10 PM	433	0 lv	Brigham	ar	10 50 PM	6 30 PM		
2 45 PM	446	0 lv	Hot Springs	ar	10 15 PM	5 55 PM		
3 10 PM	454 ar	Ogden	lv		9 50 PM	5 30 PM		

REGIS BRANCH.

Mondays, Wednesdays and Fridays only.

WEST BOUND.			STATIONS.			EAST BOUND.		
Mx dly	Mx dly	Dist	Mx dly	Mx dly	Dist	Mx dly	Mx dly	Dist
11 10 AM	0 lv	Rivulet	ar	3 25 PM				
11 25 AM	3 7	Quartz	ar	3 10 PM				
12 05 PM	12 2	Iron Mountain	ar	2 30 PM				
12 30 PM	5 5	Spring Gulch	ar	2 05 PM				
1 10 PM	10 7 ar	St. Regis	lv	1 25 PM				

WOOD RIVER BRANCH.

Mixed			Trains daily ex. Sun.			Mixed		
Ex. Su.	Ex. Su.	Dist	Ex. Su.	Ex. Su.	Dist	Ex. Su.	Ex. Su.	Dist
10 30 AM	0 lv	Shoshone	ar	7 50 PM				
11 40 AM	14	Pagosa	ar	6 45 PM				
12 05 PM	30	Tikura	ar	6 20 PM				
12 30 PM	37	Picabo	ar	5 55 PM				
1 25 PM	52	Bellevue	ar	5 10 PM				
1 50 PM	57	Hailey	ar	4 45 PM				
2 45 PM	60 ar	Ketchum	lv	8 50 PM				

*Daily. *Ex. Sunday. *Eating Stations.
Pullman sleeping cars run daily between Portland,alla Walls and Spokane Falls.

BUCKINGHAM & HECHT,

Dealers in

Boots & Shoes,

Nos. 49 and 51 Front Street,

PORTLAND, OREGON.

and 27 Sansome Street, San Francisco.

ISLAND NAVIGATION CO.

STEAMER UNION

Leaves Anacortes daily (except Sunday) at 7 a. m. for Lopez, Friday Harbor, Orcas, East Sound, New-hall's and Olga.

Connecting at Anacortes

Daily—with through Northern Pacific trains for Seattle, Tacoma, Portland and all points east and south.

Daily—with Seattle & Northern trains for Avon, Sodo, Hamilton and Skagit Valley points.

Daily—with steamers for all points on the Sound.

Tuesday and Friday—with steamer for Vancouver, B. C.

Every five days—with Pacific Coast Steamship Company's steamers for San Francisco.

Connects at Friday Harbor with steamer for Roche Harbor.

G. M. GAGE, Manager, Anacortes.

PORTLAND & VANCOUVER RAILWAY.

8 00 AM		8 29 AM
8 00 AM		7 55 AM
8 30 AM		9 10 AM
9 00 AM		10 35 AM
9 30 AM		12 04 PM
10 00 AM		1 03 PM
1 15 PM		1 15 PM
1 55 PM		2 27 PM
2 35 PM		3 07 PM
3 15 PM		3 47 PM
3 55 PM		4 27 PM
4 35 PM		5 07 PM
5 15 PM		6 11 PM
6 29 PM		7 11 PM
6 55 PM		12 40 PM
11 30 PM		1 40 PM
12 42 AM		2 40 PM
7 20 AM		3 40 PM
7 45 AM		4 15 AM
8 15 AM		9 40 AM
11 40 AM		11 10 AM
12 55 PM		12 25 PM
2 00 PM		3 40 PM
2 40 PM		4 10 PM
3 20 PM		5 30 PM
4 00 PM		6 35 PM
4 40 PM		7 40 PM
5 00 PM		8 40 PM
7 05 PM		11 45 PM
12 15 AM		
	Ar..... East Portland.....Ar	
	(Connect with Vancouver Ferry).	
	Ar..... Vancouver.....Ar	
	(Connect with Vancouver Ferry).	

CANADIAN PACIFIC RAILWAY AND STEAMSHIP LINE

The Short Route to China and Japan.

1890-1

FALL AND WINTER SERVICE.

1890

SHOWING PROPOSED DATES OF SAILING OF STEAMERS BETWEEN

Vancouver, B. C., Yokohama and Hong Kong.

SUBJECT TO CHANGE AND INDIVIDUAL POSTPONEMENT.

STEAMSHIPS.	LEAVE VANCOUVER, B.
BATAVIA.....	March 21st, 1890
EMPRESS OF INDIA.....	May 8th, 1890
PARTHIA.....	May 30th, 1890
EMPRESS OF INDIA.....	June 27th, 1890
EMPRESS OF JAPAN.....	July 18th, 1890
EMPRESS OF CHINA.....	August 8th, 1890

And about every three weeks thereafter.

PACIFIC COAST CONNECTIONS.

SOUTH BOUND. Read Down.		INTENDED STEAMSHIP SAILINGS. PORTS.		NORTH BOUND. Read Up.	
Daily except Monday.....	2 30 PM	Lv. Vancouver	C. P. N. Co.....	Ar. 9 00 AM	Daily except Monday
Daily except Monday.....	8 00 PM	Ar. Victoria.....	Lv. 3 00 AM	Ar. 3 00 AM	Daily except Monday
Apr. 4, 9, 14, 19, 24, 29.....	1 00 PM	Lv. Victoria, Ocean route.....	Ar. 6 00 AM	Apr. 3, 8, 13, 18, 23.....	Daily except Monday
Apr. 2, 7, 12, 17, 22, 27.....	6 00 AM	Ar. San Francisco, Cal.....	Lv. 9 00 AM	Apr. 1, 6, 11, 16, 21.....	Daily except Monday
Daily except Sunday.....	8 00 PM	Lv. Victoria, B. C., U. P. Ry. Co.....	Ar. 5 00 PM	Daily except Sunday.....	Daily except Sunday
Daily except Sunday.....	11 00 PM	Ar. Port Townsend, Wash., U. P. Ry. Co.....	Lv. 2 00 PM	Daily except Sunday.....	Daily except Sunday
Daily except Sunday.....	3 00 AM	Ar. Seattle, Wash., U. P. Ry. Co.....	Lv. 10 30 AM	Daily except Sunday.....	Daily except Sunday
Daily except Sunday.....	5 45 AM	Ar. Tacoma, Wash., U. P. Ry. Co.....	Lv. 8 00 AM	Daily except Sunday.....	Daily except Sunday
Daily.....	12 30 AM	Lv. Tacoma, N. P. R. R.....	Ar. 6 10 AM	Daily.....	Daily
Daily.....	7 15 AM	Ar. Portland, N. P. R. R.....	Lv. 10 00 PM	Daily.....	Daily
Daily.....	7 00 PM	Lv. Portland, S. P. R. R.....	Ar. 9 35 AM	Daily.....	Daily
Daily.....	10 15 AM	Ar. San Francisco, S. P. R. R.....	Lv. 9 00 PM	Daily.....	Daily
Monday and Thursday.....	9 30 PM	Lv. Vancouver, Str. "Premier".....	Ar. 3 00 PM	Wednesday and Saturday.....	Wednesday and Saturday
Monday and Thursday.....	9 30 PM	Ar. Port Townsend, Wash., "Premier".....	Lv. 4 00 AM	Wednesday and Saturday.....	Wednesday and Saturday
Monday and Thursday.....	11 00 PM	Lv. Port Townsend, Wash., "Premier".....	Ar. 8 00 AM	Wednesday and Saturday.....	Wednesday and Saturday
Tuesday and Friday.....	1 00 AM	Ar. Seattle, Wash., Str. "Premier".....	Lv. 12 00 PM	Tuesday and Friday.....	Tuesday and Friday
Tuesday and Friday.....	1 00 AM	Lv. Seattle, Wash., Str. "Premier".....	Ar. 8 30 PM	Tuesday and Friday.....	Tuesday and Friday
Tuesday and Friday.....	10 00 AM	Ar. Tacoma, Wash., Str. "Premier".....	Lv. 5 00 PM	Tuesday and Friday.....	Tuesday and Friday

San Francisco
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M. M. Str
Tacoma, W
Port Towns
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PACIFIC
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ATLANTIC
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CANADIAN PACIFIC RAILWAY.

65

TRANSCONTINENTAL LINE.

HEAD OFFICES: MONTREAL, CANADA.

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San Francisco, Cal.—Goodall, Perkins & Co. 10 Market-st.
D. M. Jackson, Ticket Agent, 214 Montgomery st;
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Whatcom, Wash.—J. W. Alton, Pass. Agt.
Portland, Or.—W. S. Hine, 144 First-st.
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Victoria, B. C.—A. Cameron, Frt. & Pass. Agt. Gov't-st.
Nanaimo, B. C.—W. B. Dennison, Frt. and Pass. Agt.
Vancouver, B. C.—Geo. McL. Brown, Ticket Agent.
D. E. BROWN, Gen. Frt. & Pass. Agt. Vancouver, B. C.

RAST.	Miles from Vancouver	TIME TABLE	Miles from Montreal	WEST.
Atlantic Express.		Apr. 1, 1891.		Pacific Express.

10 00 PM	344	Lv. Portland, Or.	Ar 3252	7 15 AM
9 00 AM	201	Tacoma, Wash.	8107	5 45 AM
10 30 AM	181	Seattle, Wash.	8 87	8 00 AM
9 30 PM	141	Port Townsend, Wash.	3 47	11 00 PM
5 00 PM	75	Victoria, B. C.	2281	8 00 PM
12 00 *		Vancouver	2006	14 25
12 42		Ar. Westminster Junc. Lv	2286	18 42
	17	Westminster Junc.	2286	
	25	New Westminster	2295	
12 42	17	Lv. Westminster Junc. Ar	2286	13 42
15 42	70	Agassiz	2233	11 28
4 00	250	Kamloops	2253	22 00
12 42	423	Glacier House	2481	13 55
10 30	459	Donald	2445	11 45
10 00	511	Field	2395	10 00
22 35	564	Banff Hot Springs	2242	6 45
2 30	644	Calgary	2222	2 30
10 00	824	Medicine Hat	2038	13 30
22 35	1127	Regina	1779	4 20
11 15	1250	Brandon	1555	19 05
14 30	1427	Portage la Prairie	1479	16 02
17 30	1433	Winnipeg	1423	13 20 *

RAST.	Miles from Vancouver	TIME TABLE	Miles from Montreal	WEST.
Atlantic Express.		Apr. 1, 1891.		Pacific Express.

3 45 PM		Napanea	12 15 PM
4 00 PM		Kingston	1 20 PM
4 40 PM		Kingston	4 40 PM
4 00 PM		Smith's Falls	1 25 PM
4 37 PM		Carleton Junc.	12 45 PM
5 45 PM		Ottawa	11 35 AM
4 10 PM		Smith's Falls	1 15 PM
4 43 PM		Kempville Junc	12 39 PM
1 45 PM		Ottawa	4 00 PM
4 43 PM		Kempville Junc	12 39 PM
7 55 PM		Montreal	9 20 AM
10 00 PM		Montreal	6 30 AM
2 35 AM		Three Rivers	1 55 AM
6 30 AM		Quebec	10 03 PM
7 35 PM		Montreal	9 35 AM
11 49 AM		Fred'ricton, N. B.	5 37 PM
1 15 PM		St. John, N. B.	4 10 PM
4 25 PM		Moncton, N. B.	1 05 PM
10 30 PM		Halifax, N. S.	6 50 AM

4 25 PM	Ar. Grand Forks	Lv	7 20 AM
8 00 PM	Fargo		3 35 AM
6 15 AM	Minneapolis		5 40 PM
6 55 AM	St. Paul		5 00 PM
9 05 PM	Duluth		8 30 AM
10 00 PM	Chicago		11 00 PM
4 45 PM	Kansas City		11 15 AM
7 35 PM	St. Louis		8 30 AM
10 45 PM	Detroit		10 15 PM
24 01	1616	At Portage	1290 5 00 †

8 15 PM	Bet. Montreal and Boston	
9 40 PM	Montreal	0 7 30 AM
1 57 AM	Farnham	44 6 00 AM
5 15 AM	St. Johnsbury	151 2 04 AM
9 30 AM	Fabians	187 1 30 PM
7 00 AM	Portland, Me.	220 6 15 PM
11 40 AM	Springfield	338 8 00 PM
8 30 AM	New York	473 4 00 PM
4 30 PM	Lowell	314 7 45 PM
6 20 PM	Boston.	340 7 00 AM

8 00 PM		Smith's Falls	8 00 PM
11 00 AM		Rockville	1 50 PM
12 00 PM		Prescott	1 20 AM
12 20 PM		Carleton Junc.	12 20 AM
8 40 PM		Ottawa	8 40 PM
12 00 PM		Montreal	8 50 PM
11 54 PM		Toronto	5 50 PM
		Peterboro	5 50 PM

8 15 PM		Montreal to New York—G. T. D. H. and West Shore.	North
4 30 PM		T. D. & H. and N. Y. Cent.	10 20 PM
6 30 PM		Montreal	8 40 PM
1 00 AM		Rouse's Point	2 30 PM
2 15 AM		Saratoga	1 05 PM
7 00 AM		Albany	8 00 AM
4 30 PM		New York	10 20 PM
6 20 PM		Montreal	8 40 PM
7 15 PM		Rouse's Point	7 40 PM
2 15 AM		Plattsburg	1 05 PM
7 40 AM		Albany	7 00 AM
		New York	7 00 AM

8 00 PM		Detroit		12 06 PM
9 00 AM	2758	Carleton Junc.	145	1 20 AM
		Smith's Falls		
2 25 PM		Rockville		8 00 PM
10 30 AM		Prescott		1 50 PM
8 00 PM		Carleton Junc.		1 20 AM
4 10 AM		Ottawa		12 20 AM
8 00 PM	3906	Montreal		8 40 PM
8 45 AM		Toronto		8 50 PM
11 24 PM		Peterboro		5 50 PM

12 20 PM		Toronto to New York via Niagara Falls.	8 45 AM
2 00 PM		Toronto	7 00 AM
3 17 PM		Hamilton	1 15 AM
8 25 PM		Niagara Falls	12 50 AM
5 40 PM		Suspension Bridge	11 50 PM
8 00 PM		Buffalo	7 40 PM
10 20 PM		Rochester	5 47 PM
7 20 AM		Syracuse	10 50 AM
		New York	10 50 AM

PACIFIC EXPRESS—Leaves Montreal daily, except Sunday, arriving at Winnipeg daily, except Wednesday; between Winnipeg and Vancouver daily.

ATLANTIC EXPRESS—Leaves Vancouver daily, arriving at Winnipeg daily. Leaves Winnipeg daily, except Thursday, arrives at Montreal daily, except Sunday. Sleeping cars on through trains between Montreal and Vancouver. Sleeping cars, via Grand Trunk R'y., between Toronto and North Bay. On Mondays connection to and from Victoria via New Westminster.

* Daily. † Daily ex. Thursday. ‡ Daily ex. Wednesday. TIME.—The 24-hour system is in use on the Western and Pacific Divisions, between Port Arthur and all stations west. Pacific Time, Vancouver to Donald. Mountain Time, Donald to Brandon. Central Time, Brandon to Port Arthur. Eastern Time, all lines east of Port Arthur.

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g Kong.

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VE VANCOUVER, B

March 21st, 1

May 8th, 1

May 30th, 1

June 27th, 1

July 18th, 1

August 8th, 1

W.

NORTH BOUND.
Read Up.

Daily except Mo

Daily except Mo

Apr. 3, 8, 13, 18, 23

Apr. 1, 6, 11, 16, 21

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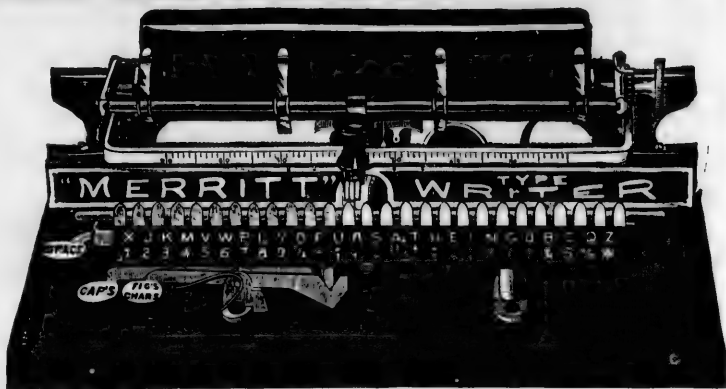
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OREGON & WASHINGTON TERRITORY RAILROAD.

69

OREGON AND WASHINGTON TERRITORY RAILROAD COMPANY.

"THE HUNT LINE."

G. W. Hunt, President and General Manager,
Walla Walla, Wash.
T. A. Wilcox, Vice-President, Portland, Oregon.
O. Herman, Treasurer, Walla Walla, Wash.
O. Herman, Secretary, Pendleton, Oregon.
Jon Velair, Master Mechanic, Hunt's Junction.

W. F. Wamsley, General Freight and Passenger Agt.
Rowland Smith, Auditor.
Frank Riffe, Chief Engineer.
C. W. Taylor, Train Master.
J. M. Campbell, Roadmaster and Supt. Bridges and
Buildings, Hunt's Junction, Wash.

General Offices-Walla Walla, Wash.

EASTWARD.						WESTWARD.					
Mixed	Mixed	Mixed	Exp.	Miles from Hunt's Jn.		No. 1. No. 3. No. 5. No. 9.	Exp.	Mixed	Mixed	Mixed	
Daily	Su. We.	Daily				Daily.	Daily.	Su. We.	Daily	Daily	
Ex. Su.	only.	Ex. Su.				Ex. Su.	Ex. Su.	only.	Ex. Su.	Ex. Su.	
12 40PM			8 00AM	40	Lv. Pendleton	Ar	8 15PM			10 35AM	
1 15PM			8 20AM	58	Fulton		7 53PM			10 20AM	
1 40PM			8 35AM	28	Warren		7 38PM			9 50AM	
2 05PM			8 47AM	23	Helix		7 25PM			9 25AM	
2 30PM			9 00AM	19	Lv. Junction	Ar	7 18PM			9 00AM	
2 35PM			9 03AM	18	Stanton		7 10PM			5 55AM	
2 45PM			9 10AM	16	Vansycle		7 03PM			5 43AM	
3 10PM			9 23AM	11	Canon		6 50PM			5 20AM	
4 10PM	8 00AM	10 15AM	10 00AM	0	Ar Hunt's Junction	Lv	6 15PM			4 30AM	
	9 05AM	11 30AM	6 50PM	17	Fairfield	Ar	10 15AM	5 15PM	2 30PM		
	9 32AM	11 55AM	7 00PM	22	Eureka Junction		9 42AM	4 05PM	1 20PM		
		12 25PM	7 20PM	29	Riverside		9 32AM	3 35PM	1 00PM		
		12 50PM	7 35PM	33	Climax		9 17AM	3 05PM			
		1 15PM	7 45PM	39	Rulo		9 05AM	2 40PM			
		1 40PM	7 57PM	44	Dry Creek		8 50AM	2 10PM			
		1 55PM	8 04PM	48	Collis		8 35AM	1 40PM			
		2 08PM	8 10PM	50	Waterloo		8 28AM	1 25PM			
		2 20PM	8 15PM	53	Ar Walla Walla	Lv	8 22AM	1 12PM			
		3 30PM	8 27PM	58	Evans	Ar	8 15AM	1 00PM			
		3 40PM	8 34PM	60	Aldrich		8 05AM	11 50AM			
		3 52PM	8 34PM	61	Spring Creek		7 52AM	11 30AM			
		3 55PM	8 34PM	61	Gilliam		7 47AM	11 17AM			
		4 00PM	8 44PM	63	Dixie		7 45AM	11 14AM			
		4 05PM	8 49PM	64	Summit		7 40AM	11 05AM			
		4 35PM	9 00PM	69	Coppel		7 35AM	10 57AM			
		5 05PM	9 30PM	74	Waitsburg		7 15AM	10 27AM			
		5 20PM	9 39PM	77	Hunterville		6 55AM	9 57AM			
		5 30PM	9 45PM	79	Long		6 48AM	9 42AM			
		5 45PM	9 55PM	83	Ar Dayton	Lv	6 40AM	9 30AM			
		6 10PM	10 05PM	87			6 30AM	9 13AM			
							6 20AM	9 00AM			

EUREKA FLAT BRANCH.

EASTWARD			WESTWARD		
No. 6 Mixed.			No. 5 Mixed.		
Su. We. only.	Miles from Eureka Jn.	STATIONS.	Su. We. only.		
9 45AM	0	Lv Eureka Jn	12 50PM		
10 05AM	5	Luc	12 30PM		
10 20AM	8	Elwood	12 15PM		
10 40AM	12	Clyde	11 55AM		
11 00AM	20	Ar Pleasant View	11 15AM		

ATHENA BRANCH.

EASTWARD.			WESTWARD.		
No. 13 Mixed.			No. 11 Mixed.		
Daily Ex. Su.	Miles from Junction.	STATIONS.	Daily Ex. Su.		
9 00AM	14	Lv. Junction	Ar	6 00AM	
8 35AM	9	Hillsdale		6 20AM	
8 20AM	6	Grand View		6 35AM	
8 05AM	4	Waterman		6 50AM	
7 35AM	0	Ar. Athena	Lv	7 20AM	

Trains on this line are now running regularly between Dayton, Waitsburg and Walla Walla, Wash., and Pendleton and Athena, Ore., making close connection with trains of the Northern Pacific Railroad at Hunt's Junction, for

TACOMA, SEATTLE, ELLENSBURG, NORTH YAKIMA, PASCO, SPRAGUE,

Cheney, Spokane Falls, Butte, Helena, St. Paul, Minneapolis, Duluth, and all points EAST and SOUTH. Through tickets sold to all Eastern Cities and baggage checked to destination. Passengers taking this line are assured of close connections, and no waiting at Junction points. For further information, etc., call on or address any agent of the Company or

G. W. HUNT,
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LEWIS & DRYDEN'S RAILWAY GUIDE.

Northern Pacific & Puget Sound Shore & Columbia & Puget Sound R. R's

WEST BOUND.										Dist from Seattle	STATIONS.	EAST BOUND.									
N. P. & P. S. S.												C. & P. S.									
16	14	13	10	8	6	4	3	2	1			1	2	3	4	5	6	7	9	11	13
Dly.	Dly.	Dly.	Dly.	Dly.	Dly.	Dly.	Dly.	Dly.	Dly.			C.	P.	S.	S.	N.	P.	S.	S.	S.	S.
AM	PM	PM	PM	AM	AM	PM	PM	AM	PM			PM	AM	PM	AM	AM	PM	PM	AM	PM	PM
11 45	8 45	4 15	2 45	11 59	8 40	4 05	9 35	0	Ar	0	Seattle	5 00	9 35	6 15	9 50	12 25	2 00	5 25	8 50		
11 32	8 34	4 03	2 32	11 44	8 28	3 35	9 06	5	Van	5	Union Stock Yards	5 20	10 02	6 37	9 42	12 37	2 12	5 37	9 02		
								7	Cardmore	7											
								9	Steels	9											
11 32	8 27	3 58	2 29	11 34	8 18	3 15	8 50	10	Black River Junction	10		5 35	10 20	6 38	9 52	12 47	2 22	5 47	9 02		
								13	Renton	13					10 45						
								16	May Creek	16											
								17	Lakes	17											
								19	Newcastle	19					11 20						
								21	Coal Creek	21					11 55						
								13	Renton	13		5 50	10 35								
								15	Elliott	15											
								18	Cedar Mountain	18					6 18						
								20	Maple Valley	20					6 35						
								25	Wilderness	25											
								28	Summit	28											
								7 30	Black Diamond	32		7 05									
								32	Y	32											
								7 10	Franklin	34	Lv	7 25									

Tacoma, Orting & Southerstern.

Ex. Sun.	STATIONS.	Ex. Sun.
8 20AM Lv.	Orting	Ar 10 35PM
8 40AM	Pink	10 15PM
8 50AM	Hatches Spur	10 05PM
9 05AM	Cross	9 50PM
9 20AM Ar.	Puyallup River	Lv 9 35PM

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FAIRHAVEN & SOUTHERN RAILROAD.

Pass. No. 3	Pass. No. 1	Dist.	All Trains Daily.	Pass. No. 2	Pass. No. 1
2 55PM	7 20AM	0	Lv. Fairhaven. Ar	2 45PM	9 10AM
3 03PM	7 28AM	1	Happy Valley Junc.	2 37PM	9 00AM
		4	Quarry		
		5	Welbore		
3 18PM	7 43AM	6	Chuckanut	2 18PM	8 49AM
		8	Tank No 1		
3 27PM	7 52AM	10	Semish Lake	2 07PM	8 39AM
		15	Alger		
		17	Desmond		
3 49PM	8 18AM	18	Jarman Prairie	1 45AM	8 19AM
3 52PM	8 18AM	20	Collis	1 42PM	8 10AM
		22	Jackman's		
4 05PM	8 30AM	25	Woolley	1 30PM	7 50AM
4 10PM	8 00AM	25	Sedro Junction	1 27PM	7 39AM
4 15PM	8 40AM	26	Ar. Sedro	1 25PM	7 30AM

SOUTH BOUND.			NORTHERN DIVISION.		NORTH BOUND.	
Frt. & Pass. No. 2.	Distance.	Daily.			Frt. & Pass. No. 1.	Daily.
3 06PM	0	Lv. Fairhaven. Ar			7 10AM	
3 20PM	3		Behome		6 55AM	
			Whatcom			
			6 F. Ft. Bellingham			
			Brennan			
3 55PM	11		Fandale		6 25AM	
4 06PM	14		Band Pt.		6 15AM	
4 15PM	17		Custer		6 05AM	
	22		F. South Blaine			
4 40PM	24		Blaine		5 45AM	

F—Flag Stations. Trains stop only on signal.

Ben't 121

T. F. S.
W. S.
J. B.
C. H.
SAMUEL
GHO. F.
JAS. M.
GRO. S.
C. A. C.
J. M. P.
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G. W.
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W. C. NOON & CO. TENTS AND AWNINGS, Portland, Or.

NORTHERN PACIFIC RAILROAD. 71

PRINCIPAL OFFICES:—Mills' Building, New York; St. Paul, Minnesota.

Gen'l Pass. and Ticket Dept., Western Div.,

121 First St. Cor. Washington, Portland.

T. F. OAKES, President, St. Paul
W. S. MILLER, General Manager, " "
J. B. WILLIAMS, Vice-President, New York
C. H. PARSONS, Second Vice-President, Tacoma
SAMUEL WILKINS, Secretary, New York
Geo. H. EARL, Assistant Secretary, " "
Jas. McNAUGHT, General Counsel, " "
Geo. S. BAXTER, Treasurer, " "
C. A. CLARK, Asst. Treasurer, St. Paul
J. A. BARKER, General Auditor, " "
M. P. MARTIN, Assistant General Auditor, " "
G. C. KIMBERLY, General Superintendent, " "
W. M. DICKINSON, Asst. Gen. Supt., Helena
E. J. DE LAMBER, Supt. Transportation, St. Paul
W. G. PRABCO, Gen'l. Purchasing Agent, St. Paul

General Freight Office, Land Office,

N. E. Corner First and Pine, - - Portland.

M. G. HALL, Asst. Purchasing Agent, - - Portland
O. C. GREENE, Supt. Telegraph, - - St. Paul
C. B. LAMBORN, Land Commissioner, - - " "
PAUL SCHULES, Gen'l. Land Agent, - - Tacoma
W. H. LOWE, Gen'l. Baggage Agent, - - St. Paul
J. M. HANFORD, Traffic Manager, - - " "
S. L. MOORE, General Freight Agent, - - " "
S. G. FULTON, Assistant Gen'l. Freight Agent, Portland
CHAS. S. FEE, Gen'l. Pass. and Tkt. Agent, - St. Paul
JAMES C. POND, Asst. Gen'l. Ticket Agent, - " "
B. N. AUSTIN, Asst. Gen'l. Pass. Agent, - - " "
A. D. CHARLTON, Asst' Gen'l. Pass. Agent, - Portland
FRANK O'NEILL, Traveling Pass. Agent, - Portland
H. H. BROWNING, Supt. Ex. Co., - - St. Paul
M. G. HALL, Supt. Express, Western Div., Portland
T. K. STATHLER, Pass. Agent, - - San Francisco

ERN RAILROAD.

Daily. Pass. Pm

ven. Ar 2 45PM 9 10P

ey June 2 57PM 9 00P

nut. 2 18PM 8 45P

to 1 2 07PM 8 35P

Lake. 2 07PM 8 35P

nd. 1 45AM 8 13P

rairie. 1 42PM 8 10P

ale. 1 30PM 7 55P

ey. 1 27PM 7 35P

ction. 1 25PM 7 30P

er. Lv 1 25PM 7 30P

North Bots

Er. & Pass.

No. 1.

Daily.

ven. Ar 7 10AM

me } 6 55AM

om } 6 55AM

ingham. 6 55AM

gham. 6 55AM

er. 6 25AM

Pit. 6 15AM

er. 6 05AM

blaine. 6 45AM

stop only on signal.

WEST.				EAST.				EAST.				Pacific Time.				WEST			
No.5	No.3	No.1		No.2	No.4	No.6		No.2	No.4	No.6		No.1	No.3	No.5		No.1	No.3	No.5	
AM	PM	PM		PM	PM	PM		PM	PM	PM		PM	PM	PM		PM	PM	PM	
8 35	11 40	11 30	0	Lv. Tacoma. Ar	2 00	6 15	6 35	2 40	7 00	0	Lv. Tacoma. Ar	11 00	11 05	10 50	10 55	10 50	10 55	10 40	10 45
8 45	11 50	11 40	1	Pacific Avenue.	1 50	6 05	6 25	2 50	7 10	1	Pacific Ave.	10 50	10 55	10 40	10 45	10 40	10 45	10 30	10 35
8 57	11 59	11 51	2	Edison	1 40	5 50	6 10	3 04	7 24	2	Cut Off No 1.	10 40	10 45	10 25	10 30	10 25	10 30	10 15	10 20
9 08	12 09	12 02	3	Lakeview	1 28	5 38	6 08	2 57	7 17	3	Reservation	10 30	10 35	10 15	10 20	10 15	10 20	10 05	10 10
9 22	12 20	12 17	4	Hillhurst	1 17	5 18	5 58	3 06	7 26	4	Prescott	10 20	10 25	10 05	10 10	10 05	10 10	09 55	10 00
9 36	12 34	12 33	5	Roy	1 02	5 07	5 47	3 15	7 35	5	Payallup	10 10	10 15	09 50	09 55	09 50	09 55	09 40	09 45
9 47	12 45	12 49	6	Yelm Prairie.	12 48	4 38	5 36	3 30	7 49	10	Meeker	10 10	10 15	09 40	09 45	09 40	09 45	09 30	09 35
10 00	1 02	1 05	30	Rainier	12 34	4 19	5 24	3 37	7 57	12	Alderton	10 04	10 08	09 30	09 35	09 30	09 35	09 20	09 25
10 10	1 13	1 17	35	McIntosh	12 23	4 04	5 15	3 43	8 08	14	Lime Kiln	09 58	10 02	09 25	09 30	09 25	09 30	09 15	09 20
10 20	1 25	1 30	39	Tenino	12 12	3 48	5 05	3 53	8 18	18	Orting	09 47	09 52	09 15	09 20	09 15	09 20	09 05	09 10
10 28	1 35	1 40	43	Bucoda	12 02	3 37	4 56	4 02	8 22	20	Crocker	09 39	09 44	09 05	09 10	09 05	09 10	08 55	09 00
10 43	1 53	1 59	46	Gray's Harbor June	11 44	3 18	4 40	4 16	8 35	22	South Prairie.	09 24	09 30	08 50	08 55	08 50	08 55	08 40	08 45
10 45	1 55	2 01	50	Centralia	11 42	3 14	4 38	4 20	8 40	26	Cascade	09 20	09 25	08 45	08 50	08 45	08 50	08 35	08 40
10 54	2 03	2 12	54	Chehalis	11 35	2 58	4 29	4 35	8 55	30	Buckley	09 07	09 13	08 30	08 35	08 30	08 35	08 20	08 25
11 00	2 19	2 29	57	Newaukum	11 27	2 40	4 23	4 45	9 05	34	Enumclaw	08 58	09 05	08 20	08 25	08 20	08 25	08 10	08 15
11 18	2 28	2 38	61	Napavine	11 18	2 33	4 13	5 07	9 20	43	Palmer	08 30	08 35	08 10	08 15	08 10	08 15	08 00	08 05
11 28	2 40	2 48	68	Winlock	10 56	2 12	3 59	5 25	9 50	50	Eagle Gorge.	08 08	08 10	07 50	07 55	07 50	07 55	07 40	07 45
11 36	2 49	2 57	71	Mill Switch	10 47	2 02	3 52	5 34	10 00	54	Canton	07 58	07 58	07 40	07 45	07 40	07 45	07 30	07 35
11 42	2 55	3 03	78	Sopenhau	10 40	1 53	3 47	5 45	10 12	58	Maywood	07 45	07 45	07 30	07 35	07 30	07 35	07 20	07 25
11 49	3 03	3 11	77	Olequa	10 32	1 43	3 40	5 57	10 25	63	Hot Springs	07 38	07 38	07 20	07 25	07 20	07 25	07 10	07 15
12 06	3 23	3 29	84	Castle Rock	10 08	1 18	3 23	6 04	10 32	66	Lester	07 27	07 32	07 10	07 15	07 10	07 15	07 00	07 05
12 22	3 37	3 42	88	Stockport	9 54	1 02	3 08	6 15	10 45	70	Weston	07 15	07 15	07 00	07 05	07 00	07 05	06 50	06 55
12 33	3 51	3 55	94	Kelso	9 40	12 45	2 53	6 25	10 54	73	Cole	07 05	07 05	06 40	06 45	06 40	06 45	06 30	06 35
12 48	4 07	4 08	100	Carroll	9 28	12 26	2 35	6 45	11 15	78	Stampepe	06 45	06 45	06 20	06 25	06 20	06 25	06 10	06 15
1 00	4 20	4 20	105	Kalama	9 10	12 10	2 30	7 05	11 25	80	Martin	06 25	06 25	06 00	06 05	06 00	06 05	05 50	05 55
1 04	5 06	5 00	106	Goble	8 30	11 30	1 40	7 30	12 05	88	Easton	05 55	05 55	05 30	05 35	05 30	05 35	05 20	05 25
1 45	5 05	5 05	107	Hunters	8 25	11 25	1 35	7 44	12 17	96	Nelson's	05 35	05 35	05 10	05 15	05 10	05 15	05 00	05 05
1 58	5 15	5 15	112	Deer Island	8 14	11 14	1 21	7 58	12 30	101	Clealum	05 25	05 25	04 50	04 55	04 50	04 55	04 40	04 45
2 02	5 30	5 21	114	Columbia	8 08	11 09	1 14	8 08	12 38	108	Teanaway	05 15	05 15	04 40	04 45	04 40	04 45	04 30	04 35
2 06	5 28	5 28	117	Milton	8 02	11 02	1 04	8 14	12 47	109	Canon	05 07	05 07	04 30	04 35	04 30	04 35	04 20	04 25
2 17	5 35	5 36	119	Warren	7 54	10 54	12 55	8 26	12 58	116	Dudley	04 53	04 53	04 20	04 25	04 20	04 25	04 10	04 15
2 28	5 45	5 45	125	Scapeoose	7 45	10 45	12 42	8 32	1 00	119	Thorp	04 46	04 46	04 10	04 15	04 10	04 15	04 00	04 05
2 46	6 02	6 08	132	Holbrook	7 28	10 28	12 21	8 45	1 10	128	Ellensburg	04 39	04 39	04 00	04 05	04 00	04 05	03 50	03 55
2 58	6 13	6 14	137	Linnton	7 17	10 16	12 06	9 00	35	131	Thrail	04 18	04 18	03 40	03 45	03 40	03 45	03 30	03 35
3 15	6 30	6 30	145	Portland. Lv	7 10	10 10	11 15	9 13	1 49	138	Umtanum	03 58	03 58	03 30	03 35	03 30	03 35	03 20	03 25
3 31	PM	PM			PM	PM	PM	9 31	2 05	147	Rosa	03 40	03 40	03 10	03 15	03 10	03 15	03 00	03 05

W. C. NOON & CO., THE LEADING Bag, Tent & Twine House

PORTLAND, OREGON.

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NORTHERN PACIFIC—Continued.

EAST.			W. P. N.			EAST.			W. P. N.		
No. 2.	Alt. No. Exp. No. 4.	Time	Pacific Time.	Pacific Exp. No. 3.	No. 1.	No. 2.	Alt. No. Exp. No. 4.	Time	Mountain time, one hour faster than Pacific.	Pacific Exp. No. 3.	No. 1.
270	270	5 40PM	Lv. Wallula Jr. Ar	10 50PM	11 35AM	758	758	7 58PM	Elliston	8 35PM	9 20PM
280	280	5 55PM	Hunts	10 55PM	11 40AM	760	760	8 00PM	Blossburg	8 35PM	9 20PM
287	287	6 10PM	South Ainsworth	10 55PM	11 40AM	774	774	8 15PM	Butler	8 35PM	9 20PM
305	305	6 25PM	Ainsworth	10 55PM	11 40AM	781	781	8 20PM	Clark June	8 35PM	9 20PM
1 10AM	5 40PM	253	Ar. Panceo Jr. Lv	10 50PM	11 35AM	770	770	8 15PM	Birdseye	8 35PM	9 20PM
1 23AM	5 55PM	281	Lv. Glade, Ar	10 10PM	10 47AM	787	787	8 40PM	Ar. Helena, Lv	1 00PM	1 50PM
1 43AM	6 14PM	377	Lake	9 58PM	10 27AM	798	798	8 50PM	Lv Frickly Pear Ar	1 30PM	2 20PM
2 00AM	6 32PM	298	Cannell	9 58PM	10 27AM	805	805	9 00PM	Clacot	1 30PM	2 20PM
2 19AM	6 50PM	285	Hutton	9 17PM	9 45AM	812	812	9 05PM	Placer	12 43PM	1 33PM
2 36AM	7 09PM	304	Scott	9 12PM	9 38AM	817	817	9 10PM	Vose	12 25PM	1 15PM
2 43AM	7 16PM	311	Providence	8 55PM	9 23AM	820	820	9 15PM	Bedford	12 09PM	1 00PM
3 06AM	7 35PM	314	Lind	8 38PM	9 06AM	829	829	9 20PM	Townsend	11 59AM	12 50PM
3 25AM	7 55PM	322	Paha	8 10PM	8 44AM	839	839	9 25PM	Tooston	11 38AM	12 29PM
3 44AM	8 15PM	328	Riverville	7 53PM	8 25AM	859	859	9 30PM	Painted Rock	11 16AM	12 07PM
4 05AM	8 35PM	340	Iona	7 38PM	8 07AM	862	862	9 35PM	Maple	10 58AM	11 49PM
4 10AM	8 38PM	349	Harrison	7 30PM	7 59AM	866	866	9 40PM	Gallatin	10 35AM	11 26PM
4 31AM	9 11PM	354	Sprague	6 55PM	7 30AM	868	868	9 45PM	Logan	10 40PM	11 31PM
4 58AM	9 35PM	384	Kline	6 32PM	7 04AM	870	870	9 50PM	Moreland	10 30PM	11 21PM
5 15AM	10 00PM	386	Tyler	6 15PM	6 47AM	875	875	9 55PM	Central Park	10 23PM	11 14PM
5 31AM	10 20PM	372	Cheney	5 50PM	6 23AM	880	880	10 00PM	Belgrade	10 16PM	11 07PM
5 56AM	10 45PM	389	Marshall	5 30PM	6 03AM	885	885	10 05PM	Storey	10 06PM	10 57PM
6 15AM	11 03PM	386	Spokane Falls	5 00PM	5 40AM	890	890	10 10PM	Roseman	9 57PM	10 48PM
6 58AM	11 28PM	400	Trent	4 00PM	5 19AM	893	893	10 15PM	Gordon	9 57PM	10 48PM
7 05AM	11 40PM	414	Otis	4 00PM	5 05AM	895	895	10 20PM	Chestnut	9 40PM	10 31PM
7 17AM	12 04AM	425	Hauser Junction	4 12PM	4 50AM	896	896	10 25PM	Mountain Side	9 38PM	10 29PM
7 30AM	12 18AM	424	Rathdrum	3 54PM	4 33AM	898	898	10 30PM	Timber Line	9 38PM	10 29PM
7 43AM	12 31AM	432	Ramsey	3 42PM	4 18AM	899	899	10 35PM	West End	9 30PM	10 21PM
7 55AM	12 49AM	445	Athol	3 25PM	3 57AM	899	899	10 40PM	Muir	9 30PM	10 21PM
8 19AM	1 07AM	446	Granite	3 12PM	3 45AM	900	900	10 45PM	Hoppers	9 25PM	10 16PM
8 25AM	1 18AM	451	Coccolalla	2 56PM	3 20AM	905	905	10 50PM	Coal Spur	9 25PM	10 16PM
8 48AM	1 43AM	461	Algoma	2 33PM	3 02AM	918	918	10 55PM	Livingston	9 20PM	10 11PM
9 05AM	1 58AM	468	Sand Point	2 30PM	3 04AM	928	928	11 00PM	Mission	9 15PM	10 06PM
9 20AM	2 13AM	474	Kootenai	2 12PM	2 37AM	928	928	11 05PM	Elton	9 08PM	9 59PM
9 31AM	2 23AM	484	Oden	2 02PM	2 30AM	937	937	11 10PM	Springdale	9 08PM	9 59PM
9 30AM	2 30AM	486	Pack River	2 02PM	2 30AM	937	937	11 15PM	Hall	9 08PM	9 59PM
9 48AM	2 39AM	488	Hope	1 40PM	2 10AM	940	940	11 20PM	Big Timber	9 08PM	9 59PM
10 00AM	2 50AM	489	Mountain time, 1 hr faster than Pacific	2 30PM	3 00AM	944	944	11 25PM	Reynolds	9 08PM	9 59PM
11 10AM	4 00AM	490	Clark's Fork	2 30PM	3 00AM	950	950	11 30PM	Greycliff	9 08PM	9 59PM
11 33AM	4 24AM	499	Cabinet	1 48PM	2 18AM	958	958	11 35PM	Hopewell	9 08PM	9 59PM
11 50AM	4 41AM	507	Heron	1 33PM	2 02AM	970	970	11 40PM	Merrill	9 08PM	9 59PM
12 02PM	4 58AM	513	Noxon	1 00PM	1 37AM	985	985	11 45PM	Stillwater	9 00PM	9 51PM
12 25PM	5 21AM	523	Tuscor	12 44PM	1 15AM	989	989	11 50PM	Rapids	9 00PM	9 51PM
12 44PM	5 43AM	532	Trout Creek	12 27PM	12 58AM	1002	1002	11 55PM	Park City	9 00PM	9 51PM
12 50PM	5 57AM	537	White Pine	12 01PM	12 35AM	1018	1018	12 00PM	Laurel	9 00PM	9 51PM
1 19PM	6 21AM	547	Belknap	11 40AM	12 18AM	1018	1018	12 05PM	Poster	9 00PM	9 51PM
1 38PM	6 36AM	554	Thompson Falls	11 22AM	12 01AM	1088	1088	12 10PM	Billings	9 00PM	9 51PM
1 47PM	6 50AM	560	Woodlin	11 11AM	11 54PM	1088	1088	12 15PM	Huntley	9 00PM	9 51PM
1 55PM	7 00AM	564	Eddy	10 53AM	11 37PM	1088	1088	12 20PM	Clermont	9 00PM	9 51PM
2 11PM	7 15AM	570	Weeksville	10 12AM	10 49PM	1088	1088	12 25PM	Pompey's Pillar	9 00PM	9 51PM
2 40PM	7 50AM	585	Horse Plains	9 54AM	10 32PM	1088	1088	12 30PM	Bull Mountain	9 00PM	9 51PM
2 53PM	8 07AM	591	Paradise	9 35AM	10 27PM	1088	1088	12 35PM	Conway	9 00PM	9 51PM
3 05PM	8 23AM	597	Oliver	9 19AM	10 10PM	1088	1088	12 40PM	Custer	9 00PM	9 51PM
3 19PM	8 35AM	603	Perma	8 55AM	9 50PM	1088	1088	12 45PM	Big Horn	9 00PM	9 51PM
3 25PM	8 55AM	611	Duncan	8 40AM	9 32PM	1088	1088	12 50PM	Myers	9 00PM	9 51PM
3 46PM	9 08AM	632	Jocko	8 22AM	9 14PM	1088	1088	12 55PM	Sanders	9 00PM	9 51PM
4 02PM	9 22AM	625	Ravalli	7 58AM	8 50PM	1088	1088	1 00PM	Howard	12 48PM	1 39PM
4 28PM	9 45AM	635	Atlee	7 30AM	8 20PM	1088	1088	1 05PM	Forsyth	12 27PM	1 18PM
5 06PM	10 22AM	646	Evano	6 57AM	7 40PM	1088	1088	1 10PM	Dewey	12 08PM	10 39PM
5 32PM	10 47AM	656	De Smet	6 40AM	7 20PM	1088	1088	1 15PM	Rosebud	11 47AM	10 18PM
5 45PM	11 00AM	662	McLeod	6 20PM	7 00PM	1088	1088	1 20PM	Hatchway	11 10AM	9 41PM
5 56PM	11 15AM	673	Missoula	6 07AM	6 50PM	1088	1088	1 25PM	Ft. Keogh	10 57AM	9 28PM
6 09PM	11 28AM	679	Bonner	5 50PM	6 30PM	1088	1088	1 30PM	Miles City	10 33AM	9 04PM
6 33PM	11 54AM	679	Clinton	5 34PM	6 14PM	1088	1088	1 35PM	Dixon	10 20AM	8 50PM
6 40PM	12 17PM	697	Bonita	5 17PM	5 57PM	1088	1088	1 40PM	Annie	10 10AM	8 39PM
6 05PM	12 37PM	695	Carlan	5 00PM	5 40PM	1088	1088	1 45PM	Blatchford	9 47AM	8 18PM
7 20PM	12 57PM	703	Beaumont	4 45AM	5 25PM	1088	1088	1 50PM	Terry	9 20AM	7 49PM
7 46PM	1 30PM	718	Drummond	4 28PM	5 08PM	1088	1088	1 55PM	Fallon	9 05AM	7 34PM
7 56PM	1 45PM	709	Haskell	4 10PM	4 50PM	1088	1088	2 00PM	Conlin	8 37AM	7 08PM
8 12PM	2 02PM	727	Gold Creek	4 00PM	4 40PM	1088	1088	2 05PM	Hoyt	8 27AM	6 58PM
8 30PM	2 20PM	735	Lloyd	3 42PM	4 22PM	1088	1088	2 10PM	Colgate	8 08AM	6 39PM
8 46PM	2 36PM	743	Garrison	3 30PM	4 10PM	1088	1088	2 15PM	Glendive	7 50AM	6 20PM
8 02PM	2 52PM	749	Bradley	3 15PM	3 55PM	1088	1088	2 20PM	Wibaux	7 35AM	6 06PM
			Avon	3 00PM	3 40PM	1088	1088	2 25PM	Allard	7 03AM	5 34PM
						1088	1088	2 30PM	Boice	6 49AM	5 20PM

NORTHERN PACIFIC—Continued.

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No. 1.	W. W. T.	EAST.		Central Time, two hours faster than Pacific.	W. W. T.	No. 1.	W. W. T.	EAST.		Central Time, two hours faster than Pacific.	W. W. T.	No. 1.
		No. 2.	At'to Exp. No. 4.					No. 2.	At'to Exp. No. 4.			
3 30PM		10 10PM	11 22AM	1371	Hodges	6 30AM	4 58PM	8 37AM	2 55AM	Haggart	5 45PM	2 08AM
3 10PM		9 40PM	11 35AM	1372	Boyer Hill	6 35AM	4 58PM	8 40AM	3 10AM	Fargo	5 25PM	1 45AM
3 10PM		9 45PM	11 45AM	1381	Mingusville	6 40AM	4 59PM	8 55AM	3 24AM	Moorehead	5 20PM	1 41AM
2 10PM				1382	McClellan					Delworth		
1 50PM		5 54PM	11 55AM	1386	Yates	6 05AM	4 17PM			Tonny		
1 20PM		5 00PM	12 05PM	1393	Beach	5 54AM	4 08PM	9 15AM	3 44AM	Glyndon	5 00PM	1 30AM
1 03PM		11 16PM	12 15PM		Chama	5 45AM	3 54PM			Stockwood		
12 43PM		5 28PM	12 23PM	1300	Sentinel Butte	5 36AM	3 43PM			Muskoda		
12 25PM		5 45PM	12 25PM		Andrews	5 18AM	3 28PM			Hawley		
12 09PM		7 00PM	12 58PM		Little Missouri	5 01AM	3 04PM	4 19AM	004	Winnipeg Jct.		
11 50AM		7 12PM	1 00PM	1317	Medora	4 58AM	3 01PM			Hilldale		
11 33AM		7 20PM	1 14PM		Scoria	4 48AM	2 51PM			Lake Park		
11 16AM		7 33PM	1 25PM		Sully Springs	4 40AM	2 43PM			Audubon		
10 58AM		7 45PM	1 37PM		Fryberg	4 28AM	2 30PM	10 43AM	5 07AM	Detroit	5 55PM	12 01AM
10 35AM		8 04PM	1 50PM		Belfield	4 16AM	2 16PM			McHugh		
10 20PM		8 20PM	2 10PM		South Heart	3 57AM	1 55PM			Fraser		11 38PM
10 30PM		8 30PM	2 20PM	1356	Eland	3 41AM	1 37PM			Luss		9 12PM
10 28PM		8 50PM	2 40PM		Dickinson	3 32AM	1 28PM	11 28AM	5 50AM	Perham		11 08PM
10 18PM		9 05PM	2 55PM		Lehigh	3 17AM	1 06PM			Richland		
10 05PM		9 12PM	3 05PM		Gladstone	3 03AM	15 50PM			New York Mills		
9 57PM		9 22PM	3 12PM		Knowlton	2 57AM	12 42PM			Amboy		
9 50PM		9 34PM	3 24PM		Taylor	2 47AM	12 31PM			Bluffton		
9 40PM		9 40PM	3 32PM		Richardton	2 36AM	12 18PM			Wadena Jun		
9 38PM		9 40PM	3 35PM		Antelope	2 23AM	12 04PM	12 16PM	6 40AM	Wadena	2 27PM	10 10PM
9 35PM		9 40PM	3 38PM		Knife River	2 09AM	11 45AM			Verndale		
9 35PM		9 40PM	3 42PM		Hebron	2 03AM	11 41AM			Aldrich		
9 35PM		9 40PM	3 45PM		Eagle Nest	1 49AM	11 24AM			Dover Lake		
9 35PM		9 40PM	3 48PM		Glennallen	1 37AM	11 11AM	12 50PM	7 20AM	Staples	1 55PM	9 30PM
9 35PM		9 40PM	3 51PM		Kurtz	1 26AM	10 59AM	1 13PM	7 43AM	Phillbrook	1 37PM	9 10PM
9 35PM		9 40PM	3 54PM		Carlson	1 12AM	10 42AM	1 25PM		Lincoln	1 25PM	8 56PM
9 35PM		9 40PM	3 57PM		Almont	1 01AM	10 29AM			Curtis	1 18PM	
9 35PM		9 40PM	4 00PM		Sims	12 50AM	10 18AM	8 10AM	1812	Cushing	1 15PM	
9 35PM		9 40PM	4 03PM		Blue Grass	12 42AM	10 07AM			Randall	1 05PM	
9 35PM		9 40PM	4 06PM	1438	New Salem	12 34AM	9 58AM			Darling	12 58PM	
9 35PM		9 40PM	4 09PM		Sedalia	12 26AM	9 49AM	2 08PM	8 43AM	Little Falls	12 45PM	8 15PM
9 35PM		9 40PM	4 12PM		Sweet Briar	12 08AM	9 29AM			Gregory		
9 35PM		9 40PM	4 15PM		Marmot	11 53PM	9 10AM			Rockton		
9 35PM		9 40PM	4 18PM		Sunnyvale	11 45PM	8 58AM			Rice		
9 35PM		9 40PM	4 21PM		Madison	11 35PM	8 50AM			Watah		
9 35PM		9 40PM	4 24PM	1471	Bismarck	12 15PM	9 25AM	3 13PM	9 43AM	St. Cloud	11 45AM	7 15PM
9 35PM		9 40PM	4 27PM		Apple Creek		9 12AM			Cable		
9 35PM		9 40PM	4 30PM		Menoken		8 57AM			Clear Lake		
9 35PM		9 40PM	4 33PM		McKenzie		8 45AM			Becker		
9 35PM		9 40PM	4 36PM		Sterling		8 32AM			Salida		
9 35PM		9 40PM	4 39PM		Driscoll		8 16AM			Big Lake		
9 35PM		9 40PM	4 42PM		Geneva		8 07AM			Bailey's	10 50AM	
9 35PM		9 40PM	4 45PM	1514	Steele		7 55AM			Elk River	0 06PM	
9 35PM		9 40PM	4 48PM	1523	Dawson		7 37AM			Itasca		
9 35PM		9 40PM	4 51PM		Tappen		7 25AM	4 45PM	11 58AM	Anoka	10 17AM	5 43PM
9 35PM		9 40PM	4 54PM	1536	Crystal Springs	10 15PM	7 08AM			Coon Creek		5 35PM
9 35PM		9 40PM	4 57PM	1543	Medina		6 50AM			Belt Line Jun		
9 35PM		9 40PM	5 00PM	1552	Cleveland		6 25AM	5 15PM	11 50AM	Fridley Park	9 50AM	5 15PM
9 35PM		9 40PM	5 03PM	1556	Windor		6 05AM			N. Minneapolis Jc		
9 35PM		9 40PM	5 06PM	1565	Eldridge		5 55PM	5 30PM	12 05PM	Minneapolis U. D	9 35AM	4 55PM
9 35PM		9 40PM	5 09PM	1572	Jamestown		5 45PM	6 05PM	12 40PM	St. Paul	9 00AM	4 15PM
9 35PM		9 40PM	5 12PM	1583	Bloom		5 37PM					
9 35PM		9 40PM	5 15PM	1589	Spiritwood							
9 35PM		9 40PM	5 18PM	1596	Urbana							
9 35PM		9 40PM	5 21PM	1600	Eckleson							
9 35PM		9 40PM	5 24PM	1607	Sanborn		4 40AM					
9 35PM		9 40PM	5 27PM		Hobart							
9 35PM		9 40PM	5 30PM		Berea							
9 35PM		9 40PM	5 33PM		Valley City	7 33PM	4 08AM					
9 35PM		9 40PM	5 36PM		Alta							
9 35PM		9 40PM	5 39PM	1618	Oriska							
9 35PM		9 40PM	5 42PM	1623	Tower City		3 28AM					
9 35PM		9 40PM	5 45PM		Buffalo		3 17AM					
9 35PM		9 40PM	5 48PM	1630	Magnolia		2 55AM					
9 35PM		9 40PM	5 51PM		Wheatland							
9 35PM		9 40PM	5 54PM	1646	Sidney		6 17PM					
9 35PM		9 40PM	5 57PM	1647	Casselman		2 43AM					
9 35PM		9 40PM	6 00PM	1648	Dalrymple		2 30AM					
9 35PM		9 40PM	6 03PM	1650	Greene		2 25AM					
9 35PM		9 40PM	6 06PM	1653	Mapleton		2 17AM					
9 35PM		9 40PM	6 09PM	1657	Canfield							

Spokane Branch.

No. 1	No. 2
TH TH SA	TH TH SA
7 30AM	5 30PM
7 45AM	5 45PM
7 55AM	5 05PM
8 00AM	5 00PM
8 25AM	4 35PM
SPOKANE DIVISION.	
0	LV. SPOKANE FALLS AR.
1	Light Rock
2	Alta Vista
3	Greenwood
4	Jamieson
Cent. Wash. Cros.	
5	Medical Lake.
6	Logan
7	Dennys
8	Grangeville
9	Idaho Falls
10	Omaha
11	Whetstone
12	Ar. Davenport Lv.
13	2 40PM
14	2 25PM

Spokane Falls & Northern Railway.

NORTH BOUND.		SOUTH BOUND.	
Pass. Daily ex Sun	Miles.	Pass. Daily ex Sun	Miles.
7 00AM	0	7 50PM	0
7 22AM	9	8 20PM	9
7 29AM	11	8 21PM	11
7 44AM	17	8 36PM	17
7 49AM	18	8 41PM	18
8 03AM	24	8 47PM	24
8 14AM	28	8 58PM	28
8 27AM	33	9 08PM	33
8 40AM	40	9 20PM	40
9 06AM	48	9 37PM	48
9 45AM	58	9 54PM	58
10 03AM	65	9 42PM	65
10 40AM	70	9 10PM	70
11 05AM	88	9 45PM	88
11 30AM	97	10 20PM	97
11 50AM	102	10 40PM	102

J. HAMILL, Supt.

Equinault & Nanaimo Railroad.

Northward.		Southward.	
Passng. Sat Mon only	Passng. Daily.	Pass. Daily.	Pass. Sat Mo only
2 30 PM	8 00 AM	12 24 PM	5 58 PM
2 34 PM	8 04 AM	12 20 PM	5 54 PM
2 44 PM	8 14 AM	12 10 PM	5 44 PM
3 00 PM	8 30 AM	11 45 AM	5 10 PM
4 04 PM	9 34 AM	10 50 AM	4 24 PM
4 14 PM	9 44 AM	10 40 AM	4 14 PM
4 20 PM	9 50 AM	10 37 AM	4 10 PM
4 30 PM	10 07 AM	10 17 AM	3 40 PM
4 44 PM	10 12 AM	10 12 AM	3 44 PM
4 54 PM	10 22 AM	10 02 AM	3 34 PM
5 16 PM	10 48 AM	9 36 AM	3 12 PM
6 14 PM	11 50 PM	8 25 AM	2 14 PM
6 20 PM	12 14 PM	8 10 AM	1 50 PM

Olympia & Chehalis Valley R. R.

EAST BOUND.		STATIONS.		WEST BOUND.	
No. 3.	No. 1.			No. 2.	No. 4.
4 00PM	6 10AM	0	lv. Olympia	2 30PM	6 30PM
4 10PM	6 20AM	2.1	Tumwater	2 20PM	6 20PM
4 20PM	6 30AM	5.1	Brighton Park	2 10AM	6 10PM
4 25PM	6 35AM	6.3	Bush Prairie	2 05AM	6 05PM
4 37PM	6 47AM	10.8	Plumb	1 55AM	5 55PM
4 45PM	6 55AM	12.8	Whitaker	1 45AM	5 45PM
5 00PM	7 00AM	14	Gilmore	1 40AM	5 40PM
5 00PM	7 00AM	17	ar. Tenino Junc.	1 20AM	5 30PM

No. 1 makes close connection with Northern Pacific

No. 5.

No. 2 connects with Northern Pacific Nos. 2 and 3.

Nos. 4 and 6 connects with Northern Pacific Nos. 6 and 9.

B. F. RUSH, Gen'l Supt.
J. C. PHELPS, Asst Supt.

PUGET SOUND & GRAYS HARBOR R. & T. CO.

SOUTHBOUND.		NORTHBOUND.	
Mixed. Ex. Su.	Miles.	Mixed. Ex. Su.	Miles.
1 00PM	0	11 00AM	0
	lv. Kamliche		Ar. McBride
			Summit
			Eates
2 00PM	5	10 30AM	5
			Elma
			Satsop
2 15PM	25	10 10AM	25
	Ar. Montezuma		Lv. Montezuma

Spokane & Palouse Ry.

WEST BOUND.		EAST BOUND.	
Freight.	Exp.	Freight.	Exp.
7 00AM	2 45PM	0	lv. Spokane Falls
8 30AM	3 10PM	9	Marshall Junc.
9 32AM	3 40PM	20	Spangle
10 20AM	4 08PM	30	Plaza
11 05AM	4 25PM	35	Rosalia
12 15PM	4 50PM	40	Oakdale
12 50PM	5 12PM	52	Belmont
1 20PM	5 25PM	60	Eden
1 38PM	5 30PM	58	Garfield
2 40PM	5 57PM	68	Palouse City
3 20PM	6 16PM	74	Fallon
3 45PM	6 30PM	79	Whelan
4 20PM	6 45PM	84	William
5 00PM	7 25PM	91	Staley
5 30PM	7 40PM	91	Johnson
6 00PM	7 55PM	101	Colton
6 20PM	8 05PM	103	Uniontown
6 38PM	8 10PM	113	Leon
7 00PM	8 30PM	113	Genesee

Lewiston Extension.

WEST		EAST	
No. 1	No. 2	No. 1	No. 2
Accom. Daily	Accom. Daily	Accom. Daily	Accom. Daily
7 30PM	0	6 00AM	0
7 35PM	3.8	5 45AM	3.8
7 55PM	8.8	5 25AM	8.8
8 21PM	15.2	4 50AM	15.2
8 38PM	19.4	4 42AM	19.4
8 50PM	22.3	4 30AM	22.3
9 55PM	33.8	3 44AM	33.8
9 52PM	37.8	3 28AM	37.8

Spokane & Idaho Railroad.

EAST		Trains Run Daily.		WEST	
Express	Ex.			Express	Ex.
8 10 AM	0 Lv.	Spokane Falls	Ar.	7 45 PM	
8 30 AM	10	Hauser Junction		7 20 PM	
8 40 AM	10	Post Falls		7 10 PM	
9 10 AM	20 ar.	Coeur d'Alene City	lv	6 40 PM	

Central Washington Railroad.

West		Trains Run Daily.		East	
Acc.	Ex.			Acc.	Ex.
8 15PM	0	Spokane Falls	Ar. 7 45 PM		
8 30AM	4 05PM	10	Cheney	9 55AM	8 15PM
9 27AM	4 30PM	36	Medical Lake	9 55AM	8 15PM
9 35AM	4 31PM	27	Seattle Crossing	9 58AM	2 20PM
10 00AM	4 45PM	32	Deep Creek	9 59AM	1 50PM
10 37AM	5 00PM	37	Hite	9 59AM	1 50PM
10 55AM	5 17PM	44	Reardan	9 59AM	1 50PM
11 25AM	5 35PM	52	Monfort	9 59AM	1 50PM
12 05PM	5 55PM	58	Davenport	9 59AM	1 50PM
12 55PM	6 10PM	66	Rocklyn	7 55AM	11 15AM
1 40PM	6 30PM	74	Fellows	7 56AM	10 40AM
2 20PM	6 50PM	84	Creston	7 56AM	9 20AM
3 10PM	7 15PM	90	Wilbur	6 50AM	8 30AM
3 45PM	7 50PM	96	Govan	6 50AM	8 30AM
4 20PM	8 05PM	105	Almira	6 50AM	2 20PM
6 00PM	8 30PM	116	Hartline	6 55AM	6 50AM
5 45PM	9 00PM	Ar. Coeur d'Alene City	lv. 6 05AM	6 55AM	6 50AM

Helena & Northern Railroad.

Mixed. Pass.		Pass. Mixed	
Ex. Su.	Miles.	Ex. Su.	Miles.
3 45PM	8 00AM	0	lv. Helena
4 15PM	8 35PM	9	Clough Junc.
4 40PM	9 00AM	15	Cruse
5 10PM	9 30AM	21	Ar. Marysville

NORTHERN PACIFIC—Branches.

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SEATTLE AND TACOMA.

TACOMA EXPRESS.						STATIONS.	SEATTLE EXPRESS.					
ANACONDA	TACOMA	OLY.	SEDO	TACOMA	PORTLAND		SEATTLE	ANACONDA	CHE.	SEDO	S. & P.	SEATTLE
TES	Exp.	Exp.	PASS.	Exp.	Exp.		Exp.	TES	Exp.	PASS.	Exp.	Exp.
15	13	11	9	7	5		6	8	10	12	14	16
8 20PM	5 25PM	2 00PM	12 25PM	9 30AM	6 15AM	Seattle	8 46PM	8 40AM	12 noon	2 45PM	4 15PM	11 45AM
						U. Stock Y.						
						Van Asselta						
						Cardmoor						
						Black River Junction	8 27PM	8 18AM	1 34AM	2 53PM	8 58PM	11 25PM
8 40PM	5 47PM	2 22PM	12 47PM	9 52AM	6 39AM	Orrilla	8 16PM	8 13AM	11 20AM	2 14PM	3 47PM	11 15PM
8 51PM	5 54PM	2 28PM	12 53PM	9 58AM	6 45AM	O'Brien	8 10PM	8 05AM	11 21AM	2 09PM	3 42PM	11 10PM
8 56PM	6 00PM	2 32PM	12 58PM	10 03AM	6 50AM	Kent	8 05PM	8 03AM	11 15AM	2 04PM	3 37PM	11 04PM
9 01PM	6 05PM	2 37PM	1 03PM	10 08AM	6 55AM	Thomas	8 00PM	7 59AM	11 10AM	2 00PM	3 32PM	11 00PM
9 05PM	6 10PM	2 41PM	1 08PM	10 13AM	6 59AM	Christoph	7 57PM	7 56AM	11 06AM	1 57PM	3 29PM	10 57PM
9 08PM	6 13PM	2 44PM	1 12PM	10 17AM	7 02AM	Slaughter	7 53PM	7 52AM	11 01AM	1 53PM	3 24PM	10 52PM
9 13PM	6 18PM	2 49PM	1 16PM	10 21AM	7 07AM	Stuck Junction	7 48PM	7 47AM	10 56AM	1 49PM	3 20PM	10 48PM
9 17PM	6 22PM	2 53PM	1 20PM	10 25AM	7 12AM	Derringer	7 40PM	7 40AM	10 47AM	1 42PM	3 12PM	10 40PM
9 20PM	6 25PM	2 56PM	1 25PM	10 30AM	7 20AM	Summer	7 34PM	7 34AM	10 40AM	1 35PM	3 05PM	10 34PM
9 23PM	6 27PM	3 03PM	1 35PM	10 40AM	7 29AM	Meeker	7 30PM	7 30AM	10 35AM	1 30PM	3 00PM	10 30PM
9 36PM	6 40PM	3 10PM	1 40PM	10 45AM	7 30AM	Puyallup	7 22PM	7 25AM	10 20AM	1 27PM	2 56PM	10 15PM
9 39PM	6 44PM	3 15PM	1 45PM	10 49AM	7 35AM	Prescott	7 17PM	7 14AM	10 05AM	1 17PM	2 48PM	10 07PM
9 43PM	6 53PM	3 25PM	1 55PM	10 59AM	7 55AM	Reservation	7 08PM	7 03AM	9 53AM	1 07PM	2 37PM	9 58PM
9 58PM	7 02PM	3 44PM	2 08PM	11 09AM	8 03AM	Cutoff No. 1	7 05PM	7 00AM	9 50AM	1 04PM	2 34PM	9 54PM
10 01PM	7 06PM	3 47PM	2 07PM	11 12AM	8 06AM	Pacific Ave.	7 00PM	6 55AM	9 45AM	1 00PM	2 30PM	9 50PM
10 06PM	7 10PM	3 50PM	2 10PM	11 15AM	8 10AM	Tacoma	6 50PM	6 45AM				
					8 20AM							

MONTANA UNION RAILWAY.

NORTH BOUND.							SOUTH BOUND.								
No.682	No.604	No.107	No.105	No.103	No.3	No.1	MAIN LINE		No.2	No.4	No.102	No.104	No.106	No.605	No.631
Hillon Local.	U. P. Fast Mail.	Anaconda Exp.	Anaconda Exp.	Anaconda Exp.	M. U. Exp.	Helena Exp.	From Butte	STATIONS.	Butte Exp.	M. U. Exp.	Anaconda Exp.	Anaconda Exp.	Anaconda Exp.	U. P. Fast Mail.	Dillon Local.
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9 45	7 00	9 20	5 25	10 50	2 30	8 00	0 Lv. Butte	Ar. 12 10	7 00	10 20	3 50	7 40	5 25	10 50	2 30
10 05	7 30	9 35	5 42	11 05	2 46	8 19	7. Silver Bow	11 56	6 35	10 05	3 34	7 30	5 10	9 35	
		10 00	6 10	11 32	3 08	8 45	18. Stuart	11 32	6 10	9 40	3 08	7 06			
					3 22	9 00	25. Warm Springs	11 17	5 53						
					3 52	9 33	40. Deer Lodge	10 44	5 20						
					4 15	10 00	51. Ar. Garrison	Lv. 10 20	4 55						
No. 107	No. 105	No. 103	No. 101	Dist.			ANA CONDA BRANCH.			No. 100	No. 102	No. 104	No. 106		
Express.	Express.	Express.	Express.							Express.	Express.	Express.	Express.		
10 00PM	6 10PM	11 32AM	8 45AM	0	Lv.	Stuart	Ar.	8 40AM	9 40AM	3 08PM	7 05PM				
10 18PM	6 28PM	11 48AM	9 03AM	7.8		Shops		8 22AM	9 22AM	2 52PM	6 52PM				
10 20PM	6 30PM	11 50AM	9 05AM	8.4	Ar.	Anaconda	Lv.	8 20AM	9 20AM	2 50PM	6 50PM				

Missoula & Bitter Root Valley R'y.

SOUTH			NORTH		
Time	Station	Time	Station	Time	Station
3 00 PM	0 Lv. Missoula	Ar	11 00 AM		
3 15 PM	1. Bitter Root		10 40 AM		
3 40 PM	11. Lou Lou		10 15 AM		
4 05 PM	17. Carlton		9 52 AM		
4 20 PM	20. Florence		9 40 AM		
5 20 PM	28. Stevensville		8 40 AM		
6 00 PM	35. Victor		8 05 AM		
6 40 PM	45. Riverside		7 20 AM		
7 00 PM	50 Ar. G. Cataldo	Lv	7 00 AM		

Helena & Red Mountain Railroad.

WEST.	Mixed.	Mon. Wed and Fri only	Mixed.	EAST.
8 15 AM	0 Lv. Helena	Ar	5 00 PM	
8 30 AM	3. Kessler		4 45 PM	
8 42 AM	4. Hotel Broadway		4 43 PM	
8 56 AM	5. Thermal Spgs.		4 35 PM	
9 50 AM	7. Wades		4 25 PM	
9 05 AM	11. Gold Bar		4 05 PM	
9 25 AM	14. Moose Creek		3 45 PM	
9 45 AM	17 Ar. Rimini	Lv	3 30 PM	

WEST BOUND.	Dis	ROCKY FORK & COKE CITY	EAST BOUND.
7 10 AM	0	Lv. Billings	Ar 6 30 PM
8 25 AM	0	Laurel	5 40 PM
8 42 AM	3	Timber Spur	5 26 PM
9 02 AM	8	Mason	5 04 PM
9 58 AM	18	Wilkey	4 14 PM
10 53 AM	31	Merritt	3 10 PM
11 29 AM	38	Reserve	2 33 PM
11 55 AM	44	Ar. Red Lodge	Lv 2 00 PM

Rocky Mountain E. R. of Montana.

WEST	Midweek	Tuesday, Thursday and Saturday only	EAST.
Tu Th Sa			Tu Th Sa
Passenger			Passenger
8 15 AM	Lv. Livingston	Ar	6 02 PM
8 40 AM	10. Brishin		5 38 PM
8 50 AM	14. Trail Creek		5 28 PM
9 04 AM	20. Chieory		5 14 PM
9 11 AM	30. Emigrant		5 07 PM
9 29 AM	31. Baileys		4 49 PM
9 35 AM	41. Sphinx		4 23 PM
10 18 AM	51 Ar. Cinnabar	Lv	4 00 PM

Helena, Boulder Val. & Butte R. R.

WEST.	DAILY.	EAST.
PM		AM
3 30 0 Lv. Helena	Ar	10 25
3 42 4 Prickly Pear	June 10	10
3 46 6. Childs		10 05
3 56 9. Montana City		9 55
4 11 14. Clancy		9 40
4 15 15. Alhambra		9 36
4 21 17. Hartwell		9 29
4 28 20. Jefferson		9 22
4 39 22. Hudson		9 12
4 45 24 Ar. Thistle	Lv	9 05
PM 5 16 33. Amazon		8 35 PM
5 27 37. Boulder		8 20 3 40
2 00. 45. Cataract		3 11
2 25. 48. Red Rock		3 38
2 38. 50 Ar. Calvin	Lv.	2 45

W. C. NOON & CO. TENTS AND AWNINGS, Portland, Or

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LEWIS & DRYDEN'S RAILWAY GUIDE,

Helena & Jefferson Co. R. R.

Accom.	No. 6.	All trains daily.	Accom.	No. 5.
3 30 PM	0	Lv. Helena.. Ar	10 00 AM	
3 42 PM	4	Prickly Pear.. Ar	9 50 AM	
4 35 PM	15	Jefferson..... Ar	8 53 AM	
4 41 PM	17	Corbin..... Ar	8 45 PM	
4 50 PM	20	Wickes..... Ar	8 30 AM	

Drummond & Phillipsburg.

	AM		AM
...	11 20	0 Lv. Drummond. Ar	9 30
...	11 10	3 .. New Chicago ..	9 20
...	12 10	12 .. Stone ..	8 35
AM	12 20	15 .. Flint ..	8 25 PM
6 00	1 10	25 .. Phillipsburg ..	7 15 3 30
6 40	1 50	31 Ar... Rumsey Lv	6 50 3 00

Ex. Sun. Cœur d'Alene Railway & Nav. Ex. Sun.

0	Lv. Cœur d'Alene.. Ar	1 15 PM
1 45 PM 50	Mission..... Ar	12 50 PM
2 10 PM 55	Kingston..... Ar	12 10 PM
2 50 PM 03	Wardner Junction.. Ar	11 50 AM
3 10 PM 09	Osborne..... Ar	11 30 AM
3 30 PM 75	Wallace..... Ar	1 04 AM
4 15 PM 32	Mullan..... Ar	

Carbondo Branch.

6 50 AM	Lv. Carbondo.. Ar	6 55 PM
7 10 AM	Wilkeson..... Ar	6 35 PM
7 30 AM	Ar. Cascade.. Lv	6 10 PM

Coal Trains daily, except Sunday.

Northern Pacific & Manitoba Ry.

8 00 PM	Lv. St. Paul.. Ar	7 05 AM
8 45 PM	Winnipeg.. Ar	6 25 AM
9 35 AM	Winnipeg Junc.. Ar	10 00 PM
9 35 AM	Grand Forks.. Ar	6 00 PM
1 35 AM	Pembina..... Ar	2 00 AM
4 25 PM	Ar. Winnipeg.. Lv	11 20 AM

Tacoma, Olympia & Grays Harbor.

WEST BOUND.			EAST BOUND.		
Montezano and Occata Mail No. 103. DAILY.	Montezano and South Bend Exp. No. 101. DAILY.	Sta. from Occata.	STATIONS.	South Bend Exp. No. 102. DAILY.	Occata Exp No. 104. DAILY.
11 45 AM	3 15 AM	0	Lv. Centralia.	4 30 PM	10 30 AM
12 01 PM	8 30 AM	6	Mount Prairie.	4 18 PM	10 16 AM
12 11 PM	3 40 AM	10	Rochester.	4 07 PM	10 07 AM
12 18 PM	3 47 AM	13	Harlowe Junc.	4 01 PM	10 01 AM
12 30 PM	3 59 AM	18	Oakville.	3 50 PM	9 50 AM
12 50 AM	4 19 AM	26	Porter.	3 34 PM	9 34 AM
1 06 PM	4 35 AM	32	Elma.	3 20 PM	9 20 AM
1 30 PM	5 00 AM	42	Ar. Montezano.	3 00 PM	9 00 AM

Crocker Branch.

Leave Crocker.....	10 10 a m and 7 50 a m
Arrive Douy.....	10 50 a m and 8 30 a m
Leave Douy.....	9 00 p m and 11 45 a m
Arrive Crocker.....	12 25 p m and 9 40 a m

Coal trains daily except Sunday.

Rogue River Valley Railway Co.

Pass Acc.	Mail and Exp.	Miles.	*Telegraph Offices.	† Flag Stations.	Mail and Exp.	Pass Acc.
PM	PM	AM			AM	PM
5 40	1 00	8 30	0	Lv. Jacksonville. Ar	10 30	2 40 7 55
5 48	1 12	8 40	2	Whetlock..... Ar	10 20	2 25 7 45
5 51	1 17	8 43	2	Harbaugh's..... Ar	10 17	2 20 7 41
5 55	1 27	8 50	3	Daviesville..... Ar	10 10	2 12 7 37
6 00	1 40	9 00	5	Ar. Medford.. Lv	10 00	2 00 7 30

GREAT NORTHERN RY. LINE. Montana Central Ry.

EAST BOUND			WEST BOUND			
Exp. No. 2	Exp. No. 4.	Days	Apr. 1, 1901.			
3 40 PM	7 45 AM	0	Lv. Butte	Ar	6 30 PM	11 40 AM
4 02 PM	8 12 AM	7	Woodville		6 04 PM	11 18 AM
4 04 PM		8	Marie			11 10 AM
4 08 PM		10	Trask			11 12 AM
4 20 PM	8 32 AM	17	Elk Park		5 40 PM	11 02 AM
4 37 PM	8 48 AM	23	Lake Wilder		5 13 PM	10 46 AM
4 43 PM	8 54 AM	25	Bernice		5 05 PM	10 40 AM
4 52 PM	9 05 AM	29	Basin		4 52 PM	10 30 AM
5 10 PM	9 28 AM	37	Boulder		4 30 PM	10 13 AM
5 32 PM	9 50 AM	43	Portal		4 08 PM	9 50 AM
5 36 PM	9 54 AM	45	Wickes		4 08 PM	9 44 AM
5 46 PM	10 05 AM	50	Corbin		3 45 PM	9 32 AM
5 51 PM	10 10 AM	51	Jefferson		3 38 PM	9 27 AM
6 04 PM	10 25 AM	56	Alhambra		3 26 PM	9 14 AM
6 08 PM	10 28 AM	57	Classey		3 15 PM	9 12 AM
6 17 PM	10 35 AM	62	Kirkcaldy		3 07 PM	9 04 AM
6 19 PM		63	Montana City			9 02 AM
6 27 PM	10 45 AM	67	East Helena		2 57 PM	8 52 AM
6 40 PM	11 00 AM	73	Ar. Helena	Lv	2 45 PM	8 40 AM
11 00 AM		74	Lv. Helena	Ar	2 30 PM	
11 22 AM	51	85	University Place		2 13 PM	
11 45 AM	59	86	Silver		1 55 PM	
12 00 PM	109	108	Mitchell		1 23 PM	
12 30 PM	111	110	Wolf Creek		1 03 PM	
12 47 PM	119	119	Craig		12 47 PM	
1 25 PM	122	124	Mid Canon			
1 42 PM	142	125	Hardy		12 07 PM	
2 03 PM	166	143	Cascade		11 52 AM	
2 42 PM	171	166	Ulm		11 20 AM	
2 45 PM	172	171	Ar. Great Falls	Lv	10 50 AM	
		172	Lv. Great Falls	Ar	10 35 AM	
10 25 AM	1234	1234	Minneapolis	Ar	8 10 PM	
10 45 AM	1245	1245	Ar. Saint Paul	Lv	7 40 PM	

SAND COULEE BRANCH—GREAT FALLS TO SAND COULEE.

SOUTH (West)		STATIONS	NORTH (East)	
Frt Mixed	No. 23		Mixed Frt	No. 32
Dly SuWed	only		Dly SuWed	only
Ex Su	only		Ex Su	only
7 15AM	11 00AM	0 Lv. Great Falls.. Ar	8 00PM	10 15AM
7 55AM	11 40AM	10 Allen..... Ar	7 30PM	9 30AM
8 15AM		5 Ar. Sand Coulee. Lv	9 15AM	

BAKER-NEHART EXTENSION—ALLEN TO MONARCH.

SOUTH (West)	STATIONS	NORTH (East)
Mixed No. 31 SuWed only	Distance	Mixed No. 32 SuWed only
11 00AM	0 Lv. Great Falls.. Ar	8 00PM
11 40AM	10 Allen..... Ar	7 30PM
11 55AM	14 Swift..... Ar	7 05PM
12 30PM	22 Benish..... Ar	6 30PM
12 50PM	30 Belt..... Ar	6 10PM
1 00PM	38 Armington.. Ar	6 00PM
1 50PM	46 Riceville..... Ar	5 10PM
2 25PM	46 Logging Creek.. Ar	4 35PM
3 00PM	58 Ar. Monarch.. Lv	4 00PM

Sea

A. S. DUN
J. H. BRY
L. H. HRA
F. W. DUN
JOHN CRA
E. W. RUI
H. R. TAL

GENERAL O

22 The beautiful Snoqualmie Falls (268 feet high) are now dressed in their holiday attire and well worth a visit to see.

SOUTH.

5
Daily
10 20 PM
8 00 PM
7 00 PM
6 58 PM
6 48 PM
6 35 PM
6 20 PM
6 15 PM
6 00 PM
5 30 PM
5 08 PM
4 58 PM
4 44 PM
4 30 PM
4 15 PM
4 00 PM
3 50 PM
3 45 PM

Acc. Pass	PM	PM
80	2 40	7 55
17	2 35	7 45
17	2 30	7 41
0	2 12	7 37
00	2 00	7 30

Y. LINE.

Ry.

West Bound

Exp. No. 3	Exp. No. 1
6 50PM	11 40AM
6 04PM	11 18AM
.....	11 16AM
.....	11 12AM
5 40PM	11 02AM
5 13PM	10 46AM
5 05PM	10 40AM
4 52PM	10 30AM
4 30PM	10 13AM
4 08PM	9 50AM
4 08PM	9 44AM
3 45PM	9 32AM
3 38PM	9 27AM
3 26PM	9 14AM
3 15PM	9 12AM
3 07PM	9 04AM
.....	9 02AM
2 57PM	8 58AM
2 45PM	8 40AM
2 30PM	8 30AM
2 13PM	8 15AM
1 55PM	8 03AM
1 25PM	7 50AM
1 08PM	7 30AM
12 47PM	7 15AM
.....	7 07PM
11 52AM	.....
11 20AM	.....
10 50AM	.....
10 35AM	.....
8 10PM	.....
7 40PM	.....

SAND COULEE.

NORTH (East)

Mixed Frt

No. 32, No. 34

SuWed 10 Su

only

Ar 8 00PM 10 15AM

7 30PM 9 30AM

Ar 7 30PM 9 15AM

TO MONARCH.

NORTH (East)

Mixed

No. 32

SuWed 10 Su

only

Ar 8 00PM 10 15AM

7 30PM 9 30AM

Ar 7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

7 30PM 9 15AM

Seattle, Lake Shore & Eastern Railway.

A. S. DUNHAM, President and General Manager.
J. H. BRYANT, Vice-President.
L. H. HENCOCK, Secretary and Cashier.
F. W. DURN, Superintendent.
JOHN CRAIG, Auditor.
E. W. RUFF, General Freight & Passenger Agent.
H. R. TALCOTT, Chief Engineer.

C. W. SCHABERG, Purchasing Agent.
M. K. JONES, Train Master and Car Accountant.
K. LACKREY, Dispatcher and Supt. of Telegraph.
E. L. DEAN, Dispatcher.
W. H. GARLOCK, Master Mechanic.
H. MINAUCHON, Supt. Bridges and Building.
A. DENSMORE, Roadmaster.

GENERAL OFFICES:—BOSTON BLOCK, SEATTLE, WASH. New York Offices:—41 EXCHANGE PLACE.

WEST—TOWARD SEATTLE.

EAST—FROM SEATTLE.

Pass	Pass	Pass	Dis. from Seattle	Apr. 1, 1891	Pass	Pass	Pass
dly	dly	dly			dly	dly	dly
EX SU	AM	PM			AM	PM	PM
0 00PM	11 40AM	.....	0	Tacoma	8 50	3 45	.....
0 04PM	11 18AM	.....	0	Seattle	9 08	4 03	.....
.....	11 16AM	.....	5 40	Boulevard	9 10	4 05	.....
.....	11 12AM	.....	5 37	Ballard Junc.	9 13	.....	.....
5 40PM	11 02AM	.....	4 8	Ballard	9 17	.....	.....
5 13PM	10 46AM	.....	5 35	Rosst	9 20	4 10	.....
5 05PM	10 40AM	.....	5 32	Fremont	9 26	4 16	.....
4 52PM	10 30AM	.....	5 26	Latona	9 31	4 21	.....
4 30PM	10 13AM	.....	5 21	Ravenna Park	9 33	4 23	.....
4 08PM	9 50AM	.....	5 19	Yesler Junction	.....	.....	.....
4 08PM	9 44AM	.....	9 6	Yesler	.....	.....	.....
3 45PM	9 32AM	.....	5 16	Keith	9 37	4 27	.....
3 38PM	9 27AM	.....	5 10	Pontiac	9 42	4 32	.....
3 26PM	9 14AM	.....	13 8	Maple Leaf	.....	.....	.....
3 15PM	9 12AM	.....	5 00	Lake	9 50	4 39	.....
3 07PM	9 04AM	.....	4 49	Wayne	10 03	4 49 dly	.....
.....	9 02AM	.....	4 45	Bothell	10 05	4 51 EX SU	.....
2 57PM	8 58AM	.....	4 35	Woodville Jnc	10 12	4 59	6 00
2 45PM	8 40AM	.....	27 5	York	10 37	.....	.....
2 30PM	8 30AM	.....	4 15	Redmond	10 47	5 35	.....
2 13PM	8 15AM	.....	32 1	Adelaide	.....	.....	.....
1 55PM	8 03AM	.....	4 03	Ingleswood	10 50	.....	.....
1 25PM	7 50AM	.....	37 8	Hettie Belle spgs	.....	.....	.....
1 08PM	7 30AM	.....	3 53	Monohont	11 02	6 10	.....
12 47PM	7 15AM	.....	3 41	Gilman	11 14	6 30	.....
.....	7 07PM	.....	3 20	Preston	11 35	.....	.....
12 07PM	.....	.....	3 10	Falls City	11 46	.....	.....
11 52AM	.....	.....	2 58	Snoqualmie Falls	11 55	.....	.....
11 20AM	.....	.....	2 56	Snoqualmie	11 58	.....	.....
10 50AM	.....	.....	2 45	North Bend	12 05	.....	.....
10 35AM	.....	.....	12 21	Sallal Prairie	12 30	.....	.....
8 10PM	.....	.....	.....	Lv.	.....	.....	.....
7 40PM	.....	.....	.....	Ar.	.....	.....	.....

See The beautiful Snoqualmie Falls (268 feet high) are now dressed in their holiday attire and well worth a visit to see.

SOUTH. S. L. S. & E. RY. NORTH.

Daily	Daily	NORTHERN BRANCH	Daily	Daily
10 30PM	2 00PM	0	Ar. Tacoma	6 55AM
8 00PM	12 00	0	Seattle	9 15AM
7 00PM	10 50AM	24	Woodville Junc	10 17AM
6 58PM	10 46AM	25	Day	10 23AM
6 48PM	10 30AM	26	Yew	10 38AM
6 35PM	10 16AM	29	Cathcart	10 50AM
6 20PM	10 07AM	34	Blackmans	10 55AM
6 14PM	10 00AM	36	Snohomish	11 02AM
6 10PM	9 47AM	38	Dubouque	11 12AM
6 08PM	9 45AM	41	Mailhot	11 17AM
6 06PM	9 35AM	43	Hartford	11 30AM
6 03PM	9 25AM	49	Getchel	11 30AM
.....	9 11AM	57	Edgecomb	11 50AM
5 08PM	9 07AM	60	Arlington	11 55AM
4 58PM	8 58AM	70	Bryant	12 25PM
4 44PM	8 45AM	78	McMurray	12 40PM
4 30PM	8 30AM	80	Monthon	12 55PM
4 15PM	8 15AM	85	Wilkins	1 10PM
4 00PM	8 00AM	90	Sedro	1 25PM
3 50PM	6 30AM	.....	Anacortes	2 40PM
2 45PM	6 00AM	.....	Lv. Fairhaven Ar	2 45PM

* Meals. † Flag Stations. * Do not stop.

CONNECTIONS:—At Tacoma with N. P. R. R. for St. Paul, Chicago, New York, etc. At Snohomish, with Stage Lines for the Sultan River and Silver Creek Gold and Silver Mining Districts. At Sedro Junction, with S. & N. Ry for Hamilton and the Skagit and Sauk Coal, Iron and Silver Mining Districts; Fairhaven & Southern R. R. At Anacortes, with Steamship Lines for Port Townsend, Victoria, B. C., Vancouver, B. C., and lower Sound and Island ports. At Fairhaven, with Northern Branch F. & S. R. R. for Shelton, Whatcom, Ferndale and Blaine; with Steamship Lines diverging; with Ferry for Whatcom and Shelton.

For special rates to fishing, hunting or excursion parties, address E. W. RUFF, General Passenger Agent, Seattle, Wash.

THE YAQUINA ROUTE. OREGON PACIFIC RAILROAD

And Oregon Development Co.'s

STEAMSHIP LINE First Class Through Passenger and Freight Line

From PORTLAND and all Points in the WILLAMETTE VALLEY, to and from SAN FRANCISCO, CAL.

RAILWAY TIME SCHEDULE:

(Except Sundays).

Leave Albany.....	12 30 p. m.	Leave Yaquina.....	7 00 a. m.
" Corvallis.....	1 03 p. m.	" Corvallis.....	10 35 a. m.
Arrive Yaquina.....	4 35 p. m.	Arrive Albany.....	11 08 a. m.

O. & C. trains connect at Albany and Corvallis.

The above Trains connect at Yaquina with the Oregon Development Company's Line of Steamships, between Yaquina and San Francisco.

The Steamship Willamette Valley Sails as follows:

LEAVE YAQUINA:

Willamette Valley.....	Apr. 5AM
	" 14PM
	" 23PM

LEAVE SAN FRANCISCO:

Willamette Valley.....	Mar. 31PM
	Apr. 16PM
	" 19PM
	" 27PM

THESE DATES SUBJECT TO CHANGE WITHOUT NOTICE.

N. B.—Passengers from Portland and all Willamette Valley points, can make close connection with the trains of the Yaquina Route, at Albany or Corvallis, and if destined to San Francisco, should arrange to arrive at Yaquina the evening before date of sailing.

PASSENGER AND FREIGHT RATES ALWAYS THE LOWEST.

For information apply to H. H. Crozier, Freight and Ticket Agent, Salmon street wharf, Portland, Oregon, or to

W. B. WEBSTER,
Gen'l Frt. & Pass. Agt., Oregon Development Co.,
84 Montgomery Street, San Francisco, Cal.

C. C. HOGUE,
Gen'l Frt. & Pass. Agt., Or Pacific R. R. Co.,
Corvallis, Oregon.

RIVER DIVISION.

THIS COMPANY'S STEAMBOATS,

THE WM. M. HOAG, CAPTAIN GEO. RAABE.

THE THREE SISTERS, CAPTAIN W. P. SPOON.

NORTH BOUND.

Leaves Corvallis.....	Mon., Wed., Friday,	8 00 AM
Leaves Albany.....	" "	9 30 AM
Leaves Buena Vista.....	" "	10 50 AM
Leaves Independence.....	" "	12 30 PM
Arrives Salem.....	" "	3 00 PM
Leaves Salem.....	Tues., Thurs., Sat.,	6 00 AM
Leaves Lincoln.....	" "	6 40 AM
Leaves Wheatland.....	" "	7 20 AM
Leaves Fairfield.....	" "	7 55 AM
Leaves Ray's Landing.....	" "	9 30 AM
Leaves Fulquartz Land'g.....	" "	9 40 AM
Leaves Champoeg.....	" "	10 40 AM
Leaves Butteville.....	" "	11 10 AM
Leaves Oregon City.....	" "	1 30 PM
Arrives Portland.....	" "	3 30 PM

SOUTH BOUND.

Leaves Portland.....	Mon., Wed., Friday,	6 00 AM
Leaves Oregon City.....	" "	8 15 AM
Leaves Butteville.....	" "	10 00 AM
Leaves Champoeg.....	" "	11 00 AM
Leaves Fulquartz Land'g.....	" "	12 00 AM
Leaves Ray's Landing.....	" "	12 15 AM
Leaves Fairfield.....	" "	1 25 AM
Leaves Wheatland.....	" "	4 30 AM
Leaves Lincoln.....	" "	5 50 AM
Arrives Salem.....	" "	7 15 AM
Leaves Salem.....	Tues., Thurs., Sat.,	6 00 AM
Leaves Independence.....	" "	8 00 AM
Leaves Buena Vista.....	" "	11 00 AM
Leaves Albany.....	" "	1 30 PM
Arrives Corvallis.....	" "	3 30 PM

Col. T. Eger
Wm. M. Ho
Wallis Nash
N. S. Bentley
E. W. Hadl
E. W. Hadl
Zephin Job,

No. 5. A. N
Mixed. V

Fr

8 30AM

8 50AM

9 12AM

9 30AM

9 42AM

10 30AM

11 00AM

11 15AM

11 35AM

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OREGON PACIFIC RAILROAD.

YAQUINA BAY ROUTE.

T. E. Hogg, Receiver.

PRINCIPAL OFFICES: 45 William Street, New York; Corvallis, Oregon.

Col. T. Egerton Hogg, President, New York.
Wm. M. Hoag, 1st Vice-Pres. and Manager, Corvallis.
Wallis Nash, Second Vice-President, Corvallis.
N. S. Bentley, 3d Vice-Pres., Treas. & Asst. Sec'y, N. Y.
E. W. Hadley, Assistant to Manager, Corvallis.
E. W. Hadley, Acting Superintendent, Corvallis.
Zephin Job, Assistant Treasurer, Corvallis.

C. C. Hogue, Auditor, and General Freight and Passenger Agent, Corvallis.
J. M. Stewart, Divisional & Office Engineer, Corvallis.
I. Hulme, Master Mechanic, Yaquina.
E. W. Wilkinson, Car Accountant, Corvallis.
C. T. Wardlaw, General Baggage Agent, Corvallis.
C. Clark, Acting Train Master, Corvallis.

FROM YAQUINA				Miles	STATIONS.	TOWARD YAQUINA			
No. 5. A. Mixed.	No. 2. A. Way Frt.	No. 1. A. Passenger				No. 2. A. Passenger	No. 4. A. Way Frt.	No. 6. A. Mixed.	
	Lv 7 10AM	Lv 7 00AM	0		Yaquina.	Ar 4 35PM	Ar 4 05PM		
	7 35AM	F 7 15AM	5		Mt. No. 4.	F 4 20PM	3 40PM		
	7 55AM	F 7 42AM	9		Toledo.	F 4 08PM	3 30PM		
	8 20AM	F 7 42AM	15		Siding No. 1.	F 3 49PM	2 50PM		
	8 35AM	F 7 30AM	18		Elk City.	F 3 42PM	2 35PM		
	9 05AM	8 07AM	24		Chitwood.	F 3 29PM	2 08PM		
	9 28AM	8 21AM	29		Little Elk.	F 3 12PM	1 45PM		
	10 05AM	F 8 40AM	36		Norton's.	F 2 51PM	1 10PM		
	10 30AM	8 54AM	41		Nashville.	2 38PM	12 50PM		
	11 05AM	9 14AM	46		Summit.	2 23PM	12 25PM		
	11 32AM	9 30AM	52		Blodgett.	F 1 58PM	11 50AM		
	11 42AM	F 9 40AM	58		Pyburn.	F 1 55PM	11 42AM		
	12 10PM	9 50AM	56		Harris.	1 45PM	11 10AM		
	12 30PM	9 57AM	59		Wren's.	1 35PM	10 55AM		
	1 15PM	10 16AM	66		Philomath.	1 18PM	10 16AM		
	1 50PM	10 30AM	72		Corvallis.	1 03PM	9 30AM		
	2 50PM	10 35AM	72		Southern Pacific Crossing.	12 58PM	3 35AM		
		10 38AM	73		Waldron.	12 55PM			
	3 15PM	10 50AM	77		West Albany.	12 43PM	8 10AM		
	3 33PM	F 11 03AM	82		Southern Pacific Crossing.	F 12 30PM	7 52AM		
		3 40PM	83		Albany, 8th St. Depot.				
	8 30AM	Ar 11 13AM	83		Albany, City Station.	Lv 12 20PM	Lv 7 40AM	Ar 6 15PM	
		East Side	4 00PM	182	Portland.				
		West Side	5 30PM		O. & C. R. R.	7 30AM	East Side		
	8 50AM				Maxwell.	8 00AM	West Side		
	9 12AM		95		Munker's.			4 55PM	
	9 20AM		97		Oregonian R R Crossing.			4 34PM	
	9 30AM		101		Bates.			4 28PM	
	9 42AM		103		King's.			4 12PM	
	10 30AM		112		Lyons.			4 06PM	
	11 00AM		119		Mill City.			3 18PM	
	11 15AM		122		Gates.			2 40PM	
	11 35AM		136		Brown's Mill.			2 25PM	
	11 45AM		138		Halsted.			2 08PM	
								Lv 2 00PM	

Daily; except Sunday. F—Trains stop on signal. S—Regular stop. T—Telegraph Station.

YAQUINA BAY STEAMERS.

The steamer T. M. Richardson leaves Yaquina daily at 9:00 a. m. and 5:45 p. m. for Newport. Returning, leaves Newport 6:00 a. m. and 3:30 p. m.

C. H. EVANS & CO. MACHINE WORKS.

Steam Pumps, Steam Engines,

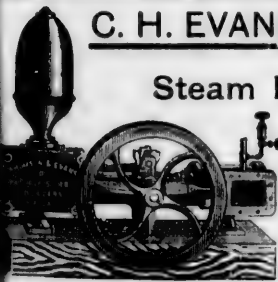
— AND —

ALL KINDS of MACHINERY

PIPE CUTTING AND THREADING,
STANDARD GAS AND TUBE FLANGES, DEEP WELL
PUMPS, WIND-MILLS, PUMPS, ETC.

REPAIRING PROMPTLY ATTENDED TO.

110 and 112 Beale Street, San Francisco.



The Quickest and Best Route between Portland and San Francisco

—15 VIA—

PASSING THROUGH THE BEAUTIFUL

Daylight Views of Mt. Hood, Mt. St. Helens, Willamette Falls, Mt. Jefferson, The Three Sisters, Mt. Pitt, Table Rock, McCloud River, Soda Springs, Castle Peaks, Strawberry Valley (Sissons), Mt. Shasta, Sacramento River and the Golden Gate, making this trip one of the finest in the country.

TRAINS LEAVE PORTLAND AT 7:00 P. M. DAILY.

10:15 A. TRAINS LEAVE PORTLAND AT 7:00 P. M. DAILY.
M. Arrive in San Francisco Second Morning 10:15

FARES REDUCED TO \$25, \$20, \$15. BAGGAGE CHECKED THROUGH

Run Through between Portland and San Francisco

Through Tickets, \$5.00 per Double Berth.

Tourist Sleeping Cars, for Accommodation of 2d Class Passengers

ATTACHED TO EXPRESS TRAINS.

Through Tickets to all points South and East, VIA CALIFORNIA

Through Tickets to all points South and East, VIA CALIFORNIA

City Ticket Office, No. 184, cor. First and Alder Sts., Portland, Oregon.

Depot Ticket Office, 5th and 1 Sts., Portland, Ore.

SOUTH BOUND.				↑ Cnals.		NORTH BOUND.				SOUTH BOUND.		NORTH BOUND.		
Local	Express	Mail	Cal. Exp.	Dis from Portland	*N. G. Crossing Trains stop on signal.	Cal. Exp.	Express	Mail	Local	Cal. Exp.	Express	Mail	Local	
PM	AM	PM	PM			AM	PM	AM					PM	
8 00	8 00	7 00			Lv. Portland Ar	9 35	4 00	9 00			8 20	296	Grant's Pass	8 25
8 15	8 15	7 10	0		East Portland.	9 32	3 50	8 45			8 36	205	Woodville	8 30
8 30	8 30	7 25	3		Machine Shop.		3 35	8 30			8 51	312	Gold Hill	7 43
8 36	8 36		5		Willaburg		3 29	8 24			9 19	324	Central Point	7 18
8 41	8 41		6		Millauksee		3 24	8 19			9 33	323	Medford	7 05
8 52	8 52		10		Clackamas		3 18	8 08			9 52	322	Phoenix	6 55
9 01	9 01		12		Paper Mill.		3 14	7 59			10 01	335	Talent	6 50
9 06	9 06	7 51	16		Oregon City	8 45	3 05	7 54			10 10	340	Ager	6 45
9 10	9 10		18		Canemah		2 58	7 50			11 06	345	Clawson	6 55
9 21	9 21		30		New Era		2 40	7 39			11 36	350	Steelman	5 31
9 30	9 30		23		Canby		2 30	7 30			12 13	353	Slakiyou	4 58
9 35	9 35		25		Barlows		2 25	7 25				361	Colestin	
9 40	9 40		27		Aurora		2 20	7 20			12 41	362	Gregory	4 33
9 54	9 54		31		Hubbard		2 06	7 06					Oregon Line	
10 07	10 07	8 39	35		Woodburn	7 59	1 53	6 53					Coles	4 09
10 16	10 16		38		Gervais		1 44	6 44					Zuleka	3 49
10 30	10 30		43		Brooks		1 30	6 30					Hornbrook	3 28
10 38	10 38		47		Chenawah		1 21	6 21					Snowden	2 56
10 46	10 46		50		Fair Grounds.		1 14	6 14					Montague	2 28
10 52	10 52	9 18	52		Salem	7 28	1 08	6 08					Grenada	2 15
11 03	11 03		57		Reform School		12 57	5 57					Gazelle	1 58
11 10	11 10		60		Turner		12 50	5 50					Edgewood	1 42
11 25	11 25		66		Marion		12 35	5 35					Igerna	1 14
11 30	11 30		71		Jefferson		12 21	5 21					Black Butte Smt	1 02
11 49	11 49		75		Miller's		12 11	5 11					Simson	12 44
12 20	12 20	10 29	79		Albany Jan		12 22	5 00					McClud	12 10
12 37	12 37		81		Tangent		11 22						Mott	12 05
12 50	12 50		91		Shed's		5 56	11 00					Shasta Springs	11 33
1 03	1 03	10 59	96		Halsey		5 46	10 57					Mombrae Falls	
1 10	1 10		102		Muddy		10 44						Upper Soda Sp'gs	
1 24	1 24	11 16	106		Harrisburg		5 28	10 36						

SOUTHERN PACIFIC COMPANY (LINES IN OREGON.)

SOUTH BOUND.			NORTH BOUND.		
Cal. Exp.	Portland	Apr. 1, 1890.	Cal. Exp.	Portland	
	AM		AM		
		Durham			
		Nelson			
		Silaby			
2 51	008	Biggs	3 48		
3 00	011	Grubley	3 38		
3 20	018	Live Oak	3 30		
		Lemo			
3 55	029	Binney Junc.	2 50		
		Marysville			
		Yuba			
		Reeds			
4 25	041	Wheatland	2 30		
	045	Sheridan			
4 50		Ewing's			
		Lincoln	2 00		
5 12	053	Whitney's			
5 55	062	Roseville Jc.	1 35		
		Sacramento	12 50		
6 15		lv Sacramento	12 35		
6 40	065	Davis	12 10		
		Dixon			
7 05	709	Batavia	11 47		
7 15	714	Elmira	11 39		
7 40	725	Salsan	11 10		
		Goodyear			
8 15	741	Benicia	10 45		
8 40	742	Port Costa	10 25		
8 47		Vallejo Junction	10 18		
		Pinole			
		San Pablo			
		St. George			
		West Berkeley			
9 25		Oakland 16th St.	9 30		
9 40		Oakland Pier	9 30		
10 15		San Francisco	9 00		
	AM		PM		

Woodburn-Springfield Branch.

FROM PORTLAND.			TO PORTLAND.		
Exp.	Mail	Ex. Su Ex. Sun	Coburg	Silverton	Ex. Su Ex. Sun
5 00 PM	3 00 AM		lv. Portland. ar	4 00 PM	9 35 AM
7 10 PM	10 25 AM	0	Woodburn	1 40 PM	7 50 AM
7 22 PM	10 40 AM	8	Townsend	1 15 PM	7 35 AM
7 28 PM	10 45 AM	4	McKee	1 10 PM	7 26 AM
7 30 PM	10 50 AM	5	Ebarrows	1 05 PM	7 20 AM
7 37 PM	11 00 AM	6	Mt. Angel	12 55 PM	7 10 AM
7 45 PM	11 10 AM	8	Downs	12 45 PM	6 57 AM
7 55 PM	12 05 AM	10	ar. Silverton. lv	12 33 PM	6 45 AM
	12 30 PM	14	Johnsons	11 44 AM	
	12 35 PM	15	Switzerland	11 40 AM	
	12 44 PM	16	East Side Jc.	11 32 AM	
	1 08 PM	20	Maclean	11 12 AM	
	1 30 PM	23	Shaw	11 01 AM	
	1 30 PM	26	Aumaville	10 45 AM	
	2 00 PM	29	West Stayton	10 26 AM	
	2 10 PM	31	Gravel Pit	10 18 AM	
	2 15 PM	32	North Santiam	10 15 AM	
	2 22 PM	33	Dr. Pacific Cag	10 08 AM	
	2 37 PM	34	Relo Junction	10 02 AM	
	2 43 PM	35	West Scio	9 58 AM	
	2 58 PM	38	Thomas' Fork	9 44 AM	
	3 13 PM	40	Crabtree	9 30 AM	
	3 45 PM	45	Spicer	9 04 AM	
	3 55 PM	47	Lebanon Junc.	8 54 AM	
	4 07 PM	50	Lowson	8 42 AM	
	4 31 PM	54	Plainview	8 21 AM	
	4 49 PM	57	Linn	8 04 AM	
	4 57 PM	60	Brownsville	7 49 AM	
	5 11 PM	65	Twin Buttes	7 27 AM	
	5 51 PM	68	Rowland	7 07 AM	
	6 10 PM	73	Pricoboro	6 50 AM	
	6 30 PM	76	Wilkins	6 30 AM	
	6 50 PM	80	ar. Coburg. lv	6 10 AM	

SOUTH BOUND.			NORTH BOUND.		
20	18	16	17	19	20
LOCAL	LOCAL	LOCAL	LOCAL	LOCAL	LOCAL
PM	AM	PM	AM	PM	AM
2 36	7 30	0	lv. Albany. ar	9 25	4 36
2 39	7 33	1	Albany Junc.	9 24	4 35
2 47	7 41	3	Pruman	9 15	4 16
2 55	7 49	5	Fry	9 08	4 09
3 01	8 01	6	Goltra	9 01	4 02
3 07	8 05	8	Cranor	8 57	3 56
3 11	8 08	9	N. G. Crossing	8 54	3 55
3 15	8 12	10	Irvinville	8 50	3 50
3 25	8 22	13	Lebanon	8 40	3 40

West Side Division.

SOUTH BOUND.			NORTH BOUND.		
No. 4	No. 2	*N. Ga. crossing	No. 1	No. 3	
Express	Mail	St. Joseph	Mail	Express	
4 40 PM	7 30 AM	0	lv. Portland. ar	5 30 PM	8 20 AM
5 05 PM	7 55 AM	6	Bertha	5 05 PM	7 55 AM
5 13 PM	8 03 AM	8	Woodstock	4 56 PM	7 47 AM
5 23 PM	8 13 AM	11	Beaverton	4 44 PM	7 35 AM
5 40 PM	8 30 AM	16	Reedville	4 30 PM	7 21 AM
5 51 PM	8 41 AM	19	Newton	4 22 PM	7 13 AM
5 55 PM	8 45 AM	21	Hillaboro	4 17 PM	7 08 AM
6 08 PM	8 58 AM	24	Cornelius	4 08 PM	6 59 AM
6 15 PM	9 05 AM	26	Forest Grove	4 02 PM	6 53 AM
6 30 PM	9 10 AM	29	Dilley's	3 57 PM	6 48 AM
6 39 PM	9 22 AM	32	Gaston	3 45 PM	6 36 AM
6 40 PM	9 29 AM	34	Wapato	3 38 PM	6 30 AM
6 53 PM	9 41 AM	39	North Yamhill	3 25 PM	6 16 AM
7 02 PM	9 50 AM	43	Carlton	3 16 PM	6 03 AM
7 15 PM	10 02 AM	47	St. Joseph	3 04 PM	5 53 AM
7 25 PM	10 10 AM	50	McMinnville	2 56 PM	5 45 AM
	10 20 AM	54	White's	2 46 PM	
	10 30 AM	57	Amity	2 38 PM	
	10 38 AM	62	McCoy's	2 25 PM	
	10 40 AM	67	Crowley's	2 14 PM	
	10 58 AM	70	Derry	2 04 PM	
	11 13 AM	76	Independence	1 49 PM	
	11 26 AM	81	Parker's	1 39 PM	
	11 32 AM	85	Silver's	1 31 PM	
	11 40 AM	86	Wellside	1 23 PM	
	11 53 AM	91	Lewistown	1 10 PM	
	12 10 PM	96	ar. Corvallis. lv	12 55 PM	

The attention of Theatrical Troupes is called to the following list of Opera Houses and Halls, suitable for Theatrical Purposes on and reached by S. P. R. R.

TOWN.	Pop.	NAME OF HALL.	Seat Cap.
PORTLAND	70,000	Marquam Grand	2,000
OREGON CITY	1,500	Pope's Hall	400
SALEM (Capital)	6,000	Reed's Opera House	1,200
ALBANY	3,000	Albany Opera House	1,000
EUGENE CITY	2,000	Lane's Hall	500
		Rhineland's Theatre	700
OAKLAND	200	Oakland Hall	375
ROSBURG	1,500	Roseburg Hall	375
MEDFORD	700	Medford Hall	400
JACKSONVILLE	1,000	Holt's Hall	450
ASHLAND	1,000	Granite Hall	550
HILLSBORO	700	Hillsboro Hall	375
FOREST GROVE	1,000	Good Templar's Hall	300
DATON	400	The Dayton Hall	300
LA FAYETTE	700	Littlefield's Hall	300
McMINNVILLE	1,400	Garrison's Opera House	600
DALLAS	1,200	City Hall	500
CORVALLIS	1,500	City Hall	600
JEFFERSON	450	Hearn's Hall	300

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Southern Pacific Co.—Lines in Oregon.

Narrow Gauge West Side Division

—AND—

PORTLAND & WILLAMETTE VALLEY RAILWAY.

All trains leave from Depot foot of Jefferson Street.

WEST BOUND.

LOCAL	LOCAL
AM	PM
9 25	4 30
9 22	4 23
9 15	4 16
9 08	4 09
9 01	4 02
8 57	3 58
8 54	3 55
8 50	3 50
8 40	3 40

ON.

NORTH BOUND.

No. 1.	No. 3.
Mail	Express
5 30 PM	8 20 AM
5 05 PM	7 55 AM
4 56 PM	7 47 AM
4 44 PM	7 35 AM
4 30 PM	7 21 AM
4 22 PM	7 13 AM
4 17 PM	7 08 AM
4 08 PM	6 59 AM
4 02 PM	6 53 AM
3 57 PM	6 48 AM
3 45 PM	6 38 AM
3 38 PM	6 30 AM
3 25 PM	6 18 AM
3 16 PM	6 08 AM
3 04 PM	5 53 AM
2 56 PM	5 45 AM
2 46 PM	5 36 AM
2 38 PM	5 28 PM
2 24 PM	5 14 PM
2 04 PM	4 54 PM
1 49 PM	4 39 PM
1 36 PM	4 26 PM
1 21 PM	4 11 PM
1 10 PM	4 00 PM
10 55 PM	3 45 PM

Passes is called to the
Halls, suitable for
ed by S. P. R. R.

OF HALL.

Grand	Seat
House	Cap
House	2.00
House	4.00
House	1.00
House	50
House	70
House	37
House	37
House	48
House	48
House	55
House	57
House	30
House	30
House	50
House	50
House	50

SUNDAY TRAINS—BOUND SOUTH.

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
South Portland	9 10 AM	11 25 AM	1 10 PM	3 30 PM	5 40 PM
Fulton	9 12 AM	11 27 AM	1 12 PM	3 32 PM	5 42 PM
Cemetery	9 14 AM	11 29 AM	1 14 PM	3 34 PM	5 44 PM
Riverside	9 16 AM	11 31 AM	1 16 PM	3 36 PM	5 46 PM
Oswego	9 18 AM	11 33 AM	1 18 PM	3 38 PM	5 48 PM
Oswego	9 20 AM	11 35 AM	1 20 PM	3 40 PM	5 50 PM
Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
South Portland	9 10 AM	11 25 AM	1 10 PM	3 30 PM	5 40 PM
Fulton	9 12 AM	11 27 AM	1 12 PM	3 32 PM	5 42 PM
Cemetery	9 14 AM	11 29 AM	1 14 PM	3 34 PM	5 44 PM
Riverside	9 16 AM	11 31 AM	1 16 PM	3 36 PM	5 46 PM
Oswego	9 18 AM	11 33 AM	1 18 PM	3 38 PM	5 48 PM
Oswego	9 20 AM	11 35 AM	1 20 PM	3 40 PM	5 50 PM
Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
South Portland	9 10 AM	11 25 AM	1 10 PM	3 30 PM	5 40 PM
Fulton	9 12 AM	11 27 AM	1 12 PM	3 32 PM	5 42 PM
Cemetery	9 14 AM	11 29 AM	1 14 PM	3 34 PM	5 44 PM
Riverside	9 16 AM	11 31 AM	1 16 PM	3 36 PM	5 46 PM
Oswego	9 18 AM	11 33 AM	1 18 PM	3 38 PM	5 48 PM
Oswego	9 20 AM	11 35 AM	1 20 PM	3 40 PM	5 50 PM
Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
South Portland	9 10 AM	11 25 AM	1 10 PM	3 30 PM	5 40 PM
Fulton	9 12 AM	11 27 AM	1 12 PM	3 32 PM	5 42 PM
Cemetery	9 14 AM	11 29 AM	1 14 PM	3 34 PM	5 44 PM
Riverside	9 16 AM	11 31 AM	1 16 PM	3 36 PM	5 46 PM
Oswego	9 18 AM	11 33 AM	1 18 PM	3 38 PM	5 48 PM
Oswego	9 20 AM	11 35 AM	1 20 PM	3 40 PM	5 50 PM
Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
South Portland	9 10 AM	11 25 AM	1 10 PM	3 30 PM	5 40 PM
Fulton	9 12 AM	11 27 AM	1 12 PM	3 32 PM	5 42 PM
Cemetery	9 14 AM	11 29 AM	1 14 PM	3 34 PM	5 44 PM
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Oswego	9 18 AM	11 33 AM	1 18 PM	3 38 PM	5 48 PM
Oswego	9 20 AM	11 35 AM	1 20 PM	3 40 PM	5 50 PM
Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
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Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

STATIONS. No. 42 No. 44 No. 46 No. 48 No. 50 No. 52

Portland	9 00 AM	11 15 AM	1 00 PM	3 20 PM	5 30 PM
South Portland	9 10 AM	11 25 AM	1 10 PM	3 30 PM	5 40 PM
Fulton	9 12 AM	11 27 AM	1 12 PM	3 32 PM	5 42 PM
Cemetery	9 14 AM	11 29 AM	1 14 PM	3 34 PM	5 44 PM
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Oswego	9 20 AM	11 35 AM	1 20 PM	3 40 PM	5 50 PM
Oswego	9 22 AM	11 37 AM	1 22 PM	3 42 PM	5 52 PM
Oswego	9 24 AM	11 39 AM	1 24 PM	3 44 PM	5 54 PM
Oswego	9 26 AM	11 41 AM	1 26 PM	3 46 PM	5 56 PM
Oswego	9 28 AM	11 43 AM	1 28 PM	3 48 PM	5 58 PM
Oswego	9 30 AM	11 45 AM	1 30 PM	3 50 PM	6 00 PM

Suburban trains—Oswego and intermediate points. Suburban trains—Riverside and intermediate points. Trains connect with all trains for Sellwood and Milwaukie.

Oswego Local, No. 40, will leave Portland on Saturdays at 11:30 p m instead of 8:35 p m.

Above trains daily except Sunday. Thirteen trains on Sunday.

Special attention of the public is called to Riverview Cemetery 3 miles from Portland. Ferry for Sellwood, Oswego, 7 miles. Extensive iron works and mines reached by O. I. & S. R. R. Spring Brook, 9 miles from Portland, is a beautiful spot for basket picnics. Smocks 17 miles, largest pressed brick plant on the coast. Camp Washington, 17 miles from Portland, has accommodations for large excursion parties—dancing platform, swings, band stand, speaker's platform, tables, etc. Newberg, 20 miles from Portland, the "Quaker Village." The famous "Whitehouse" grounds, at Riverside, 5 miles from Portland. Ferry for Milwaukie. Amusement tickets to suburban points and Sellwood for sale at Portland and Sellwood.

CENTRAL NISQUALLY CITY.

Coming Metropolis of Puget Sound.

A Location Unequaled.

Fine Harbor and Magnificent Adjoining Resources.

Acres as Cheap as Lots.

Lots For a Mere Song that are Liable to Make a

Fortune For their Purchaser.

Millions of Dollars Being Now Expended

On Public Improvements.

The opportunity to purchase lots in Central Nisqually City at nominal prices is one that will not last for ever. Prices have already been advanced, and the quantity of sales at these higher prices shows that the people have faith in the coming city.

Central Nisqually City is well located to secure the trade of a rich and productive country, and even if there were no coal under it, no iron ore within one mile of it, no French kaolin underlying the entire townsite, still it would be, from its natural position, a point for secure and safe investment.

Within a radius of one mile from the center of Nisqually City, is found iron, coal and kaolin in paying and unlimited quantities.

It is further remembered that Nisqually City has the Northern Pacific railroad already completed through the town, work rapidly progressing on the Union Pacific railroad, and a large portion of the townsite overlooking Puget Sound—the highway of the world, it can readily be seen that one cannot go astray in making an investment in the central city of the inland sea at present prices.

The richest copper mines west of Lake Superior, viz: the great Hecla and Clipper King, are on the head waters of the Nisqually river, and are naturally tributary to Nisqually City. These mines have been but recently discovered, and are only an imitation of the great mineral wealth of the Nisqually basin. It is a fact that the records of the Government Land Office will demonstrate that more land is patented under the coal and iron laws on the headwaters of the Nisqually river than in any other section of Washington.

The coal mines alone around the city will build it up to the proportions of Pittsburgh. The railroad companies are aware of this, and are buying up every inch of available ground, to hold and work in the immediate future.

Rich placer mines have been recently discovered in the same locality. The famous Paradise valley and Succatash country, noted for their rich agricultural resources, are on the headwaters of the Nisqually river. All of this country is naturally tributary to Nisqually City, and will aid in building up a thriving trade center at this point. Furthermore, the Nisqually City Land, Railway and Navigation Company, with a capital stock of \$1,000,000, may be relied upon to do all in its power to increase the value of its immense holdings in and adjoining Nisqually City.

A lot can be bought in Central Nisqually City for \$7.50.

Is there money at

In buying your own Nisqually City Tacoma, and Oly minutes railroad for anything Central



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Is there a possible chance to lose any money at that price? If so, how and where?

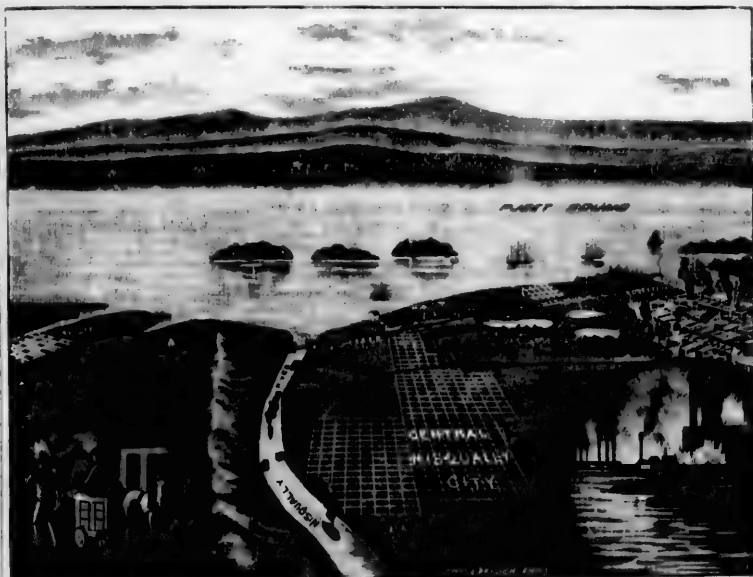
In buying these lots you get a home of your own, and in buying in Central Nisqually City you are just half way between Tacoma, the principal city of our state and Olympia the capital, and twenty minutes ride from the Northern Pacific railroad shops at Tacoma. Can you ask for anything better for an investment?

Central Nisqually City will be noted

by the generations that are to come.

Already arrangements have been made for grading several additional miles of streets, more wharves are being built, homes are going up on every hand and property rising so rapidly in value as to be beyond the conception of those not personally acquainted with the real facts.

In investing in Central Nisqually City there is little to risk, yet the chance or rather certainty of gain is very great.



and appreciated in all future time principally on account of its beauty and advantage as residence property. There on every hand spreads out a vision of magnificent splendor that appears in unending variety in nature's scope and design.

But property is valuable here for other strong commercial reasons. The town will undoubtedly become a great railroad and mining depot, being the base of supplies for a country of great extent and resource that cannot be exhausted even

Years ago Seattle was in no better condition, yet those who invested there at that time under the same conditions as exist at Nisqually today have made fortunes.

Further information will be cheerfully given by calling at the Central Nisqually Land Office, 1334 Pacific avenue. Room 2, up stairs.

Mail orders will receive prompt and careful attention. In fact, foreign patrons can rely on the integrity of the company in all respects.

TOWARD PORTLAND.

Altona.				Latona.				U. P. Ry. Co.		Diff. time		Apr. 1, '91.		U. P. Ry. Co.		Latona.				Altona.	
Ex. Sun.		Sunday.		Ex. Sun.		MWF		MWF		Diff. time		Apr. 1, '91.		U. P. Ry. Co.		Ex. Sun.		Sunday.		Ex. Sun.	
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	Diff. time		TO SAT	TH SAT	TO SAT	TH SAT	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
7 30	1 00	10 00	4 30	10 00	3 30	7 00		9 00		0 Lv Portland		8 30		3 30		9 00	2 30	10 00	5 00	11 00	5 00
.....										3 City View P											
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.....										7 Oswego											
8 40	1 10			11 30	5 00			7 30	12	Ar Or City Lv		11 30				7 30	1 00	8 30	3 30	10 00	4 00
.....										9 New Era.		11 00									
.....										10 Butteville.		10 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										11 Champos.		9 30	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										12 Newburg.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										13 Fulquarts.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										14 Tay's Ldg.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										15 Arley's Ldg		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										16 Mission Ldg		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										17 Fairfield.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										18 Wheatland.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										19 Lincoln.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										20 Ar Salem Lv		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										Lv Salem Ar		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										21 Indep'dence		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										22 Buena Vista		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										23 Springhill.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										24 Albany.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....										25 Ar Or City Lv		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

U. P. Ry. steamers
leave Ash street dock;
Oregon Pacific, Salmon
street, and Latona, Tay-
lor street wharf.

Middle Columbia Steamers.

TOWARD PORTLAND.

IONE.	VANCOUVER TRANS. CO.	U. P. Ry.	Distance	LANDINGS.	U. P. Ry.	VANCOUVER TRANS. CO.	IONE.
Tue Thu Sat.	Daily ex. Sun.	Daily ex. Sun.			Daily ex. Sun.		Mon Wed Fri.
8 00 AM	8 00 PM	6 00 AM	0	Lv. Portland	Ar 4 30 PM	9 30 AM	8 00 PM
	4 30 PM	6 30 AM	1	East Portland.			
	5 00 PM		6	St. Johns.	4 00 PM	8 50 AM	
	5 30 PM	7 45 AM	12	Mouth of Willamette	8 00 PM	8 50 AM	
	5 30 PM	8 45 AM	18	Vancouver.	8 00 AM	9 00 AM	12 00 M
11 30 AM				Fisher's	2 15 PM		10 00 AM
15 00 AM				La Camas			9 00 AM
1 00 PM		9 00 AM	26	Washougal	2 00 PM		8 00 AM
8 Tu. Th.				Van Schuyver's			7 We. Fri
		9 30 AM	42	Table Rock	1 45 PM		
		10 00 AM		Cape Horn	1 30 PM		
		11 45 AM	60	Warrendale	12 30 PM		
		12 00 PM	68	Lower Cascades	12 15 PM		
		12 30 PM	69	Upper Cascades	11 00 PM		
		1 00 PM	74	Sprague	9 15 AM		
		1 30 PM	79	Collins	8 55 AM		
		84	84	Chenoweth	8 30 PM		
		2 00 PM	88	Hood River	8 00 AM		
		2 30 PM	91	White Salmon	7 00 AM		
		3 20 PM	100	Klickitat			
		5 00 PM	110	Ar. Dalles	Lv		

The Vancouver Transportation Co.'s steamers leave Taylor-st. wharf; U. P. Ry. strs. leave Ash-street dock. Traveler leaves Alder-street dock.

OREGON CITY TRANSPORTATION CO
DAILY LINE PASSENGERS
AND FREIGHT

Leave Portland | Leave Oregon City

7:30 and 10 AM.
1 and 4 PM ex Sun.
Sun 8:30 and 3 PM.

To make direct connection from Portland, take train at 9 00 p. m. Tuesdays and Fridays.

Leave Riparia 8 30 p m Wednesday and Saturday.
 Arrive Almo 9 30 " "
 Leave Almo 5 00 a m Thursday and Sunday.
 Arrive Lewiston 11 00 a m " "

Lewiston to Riparia.

Leave Lewiston 1 00 p m Monday and Friday.
 Leave Almonta 4 00 p m " "
 Arrive Riparia 6 00 p m " "
 Boat connect with trains at Riparia.

Lower Columbia River Steamers.

Down River.

LUCKA TOL-	JOE K-	G. W.
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THE TACOMA HOTEL

MOST CONVENIENTLY LOCATED OF ANY HOTEL IN THE CITY.



AMERICAN PLAN, 63 PER DAY AND UPWARDS. Special rates to Families, Theatrical Troupes and Commercial Men. Fine large Sample Rooms specially fitted up, provided free.

TACOMA HOTEL CO., FRED. L. PREISSEY, MANAGER.

Established 1849.

Norcross & Co

MANUFACTURERS AND IMPORTERS

REGALIA

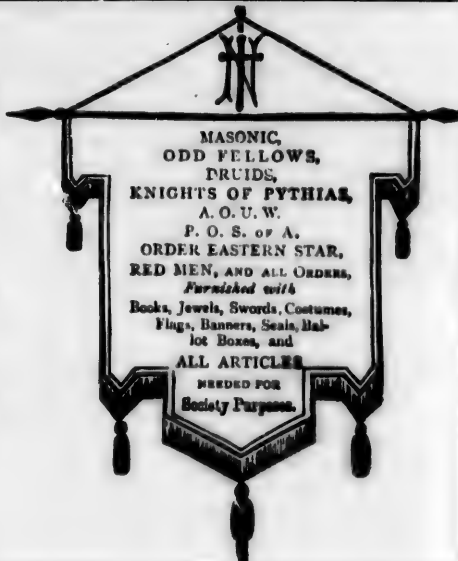
MILITARY AND
NAVAL GOODS

FLAGS, BANNERS, PARAPHERMALIA
Etc., ODD FELLOWS UNIFORMS,
ENCAMPMENT AND SUBOR-
DINATE LODGE OUTFITS
A SPECIALTY.

CONDUCTORS' AND RAILROAD CAPS,
EMBROIDERIES, Etc., Made to
Order at Low Prices.

6 Post St.,

Masonic Temple, SAN FRANCISCO.



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PIERCE COUNTY

Population 40,165. County seat. Situate on Puget Sound, 145 miles from Portland. Western terminus Northern Pacific Railway. Terminal port for Victoria, San Francisco, Alaska, Pacific Navigation Co. and Canadian Pacific steamers. Has water works, electric and gas lights and street railways. Western Union Telegraph; Postal Telegraph; Northern Pacific and Wells-Fargo Express.

Condensed Time Table.

Apr. 1, 1891.	LEAVE TACOMA.	ARRIVE TACOMA.	Time on Page
Tacoma-Victoria Route—U. P. Ry.	8 00 a m ex. Su.	6 00 a m ex Sunday	96
Seattle. Port Townsend and Victoria—City of Kingston.	8 00 a m ex. Su.	5 45 a m ex. Mon.	96
Seattle Route	8 00 a m daily ex. Su.	6 45 a m ex. Sunday	96
P. S. & Alaska S. S. Co's steamer.	8 00 p m daily ex. Su.	2 30 p m ex. Sunday	96
Steamer Fleetwood.	3 00 p m daily.	7 15 p m daily.	95
For SEATTLE VIA CHAUTAUQUA—Steamer Clara Brown.	3 00 p m daily.	12 00 noon daily.	95
For OLYMPIA—U. P. Ry. Co's steamer.	11 00 a m ex. Mon.	4 00 p m ex. Mon.	95
Fleetwood.	1 30 p m TuThSat.	10 00 a m MoWeFri.	96
For OLYMPIA AND SHELTON—Steamer Clara Brown.	8 00 a m ex. Sun.	4 45 p m ex. Sun.	95
KAMICHE—Steamer Multnomah.	4 30 p m ex. Mon.	10 00 a m ex. Mon.	95
For Pt Townsend, Bellingham Bay & Victoria, B.C.—U. P. Co.	11 00 a m Mo We Fri.	1 00 p m Tu Th Sat.	95
For QUARTERMASTER'S HARBOR—Steamer Estella.	7 00 a m daily ex. Su.	5 00 p m ex. Su.	96
For VANCOUVER, B. C.—C. P. N. Co's steamer "Premier".	5 00 a m ex. Su.	6 00 a m ex. Sunday	96
For HENDERSON BAY—Steamer Messenger.	3 00 p m ex. Su.	9 00 a m ex. Sunday	96
For SAN FRANCISCO—P. C. S. S. Co.	5 00 p m Tu, & Fri.	10 00 a m Tu, & Fri.	111
For Gig Harbor—Steamer Seaside.	8 a m SuTuTh.	Su Wed Fri p m.	96
For Whatcom via Seattle—Pac. Nav. Co's Steamers.	See pages 60-71.	See pages 99-101.	
For Whatcom via Seattle—Steamer Skagit Chief.	7 & 11 a m, 3 p m ex. Su.	10 30 a m ex. Su.	96
For Blaine via Bellingham Bay—U. P. Steamer.	Daily ex. Su 5 00 p m.	9 30 a m daily ex. Su.	111
For Bellingham Bay via Seattle—U. P. Steamer.	TuThSat at 3 30 a m.	Mo Wed Fri 8 30 p m.	91
	Frida. only at 5 PM.	Mon only at 7 45 PM.	95
	Daily ex. Sat at 5 PM.	Daily ex. Su 7 45 PM.	95

RAILWAYS.

N. P. Ry., Pacific Div., for Portland.	8 35, 11 40 a m dly.	3 15, 6 30 p m dly.	71
" Atlantic Express for St. Paul.	11 30 p m dly.	6 30 a m dly.	71
N. P. and P. S. S. line, for Seattle.	2 40 p m, 7 a m dly.	11 00 PM, 11 05 AM dly.	71
	6 45, 9 45 a m dly.	8 40AM, noon, 2 45, 4 15, 2 30, 6 50, 9 50PM	75

PACIFIC NAVIGATION COMPANY.



THE MAGNIFICENT STEAMERS

STATE OF WASHINGTON

—AND—

FAIRHAVEN

Leave daily (except Saturday) from Railroad Wharf Tacoma and W. H. Baker & Co's Dock, Seattle, for

FAIRHAVEN

And important intermediate points:

5 00 PM.	Lv. Tacoma Ar.	8 30 AM
9 00 PM.	Seattle Lv.	6 30 AM
8 00 AM.	Anacortes.	
	Ar Fairhaven.	
8 30 AM.	Sehome	
	Whatcom Lv.	5 00 PM

Skagit River Route.

STEAMER HENRY DALEY

Leaves Baker's Wharf, Seattle, Sunday, Tuesday and Thursday, on the for Stanwood, Mt. Vernon, Sterling and intermediate points.

S. R. PECK.

Freight and Ticket Agt., R. R. Wharf, Tacoma. Telephone 665.

H. W. BAKER & CO.

Foot of University St., Seattle, Agents.

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Townsend, and
Alaska, address
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This hotel is in the very center of the business por-
tion of the city, and has been renovated and
newly furnished throughout.

Fire-Proof Brick Building.

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Office.
for Day.
THE HOTEL.

SEATTLE, WASH.

91

KING COUNTY.

Population, 43,467. County seat. Situate on Puget Sound, 195 miles from Portland. Has gas, electric light, water works, cable, electric and horse cars. Terminal port for Puget Sound, San Francisco, Alaska and Portland steamers. Postal, Western Union, and Puget Sound Telegraph, Northern Pacific and Wells, Fargo & Co.'s Express.

Condensed Time Table.

DESTINATION.	STRAHNS.	LEAVE SEATTLE.	ARRIVE SEATTLE.	Tm. This on Page
Victoria Route.....	P. S. & A. Co.....	10 15 a m ex Su.....	10 00 a m daily.....	93
Victoria Route.....	U. P. Ry. Co.....	10 10 a m ex Su.....	1 30 p m ex Su.....	93
Tacoma and Seattle Route.....	".....	4 00 a m daily ex Su.....	".....	93
Tacoma and Seattle Route.....	".....	2 00 p m ex Sunday.....	".....	93
Tacoma.....	Pac. Nav. Co.'s Str.....	4 30 p m dly.....	10 00 p m daily.....	93
Tacoma.....	".....	7 30 a m SuWeFri.....	7 30 p m MoWeFri.....	93
Tacoma.....	".....	7 30 a m TuThSat.....	7 00 p m SuTuTh.....	93
Tacoma.....	P. S. & A. S. S. Co.....	10 a m daily ex Su.....	5 30 p m daily ex Su.....	93
Portland direct.....	U. P. Ry. Co.....	daily 3 30 a m ex Mon.....	".....	93
Olympia, via Tacoma.....	".....	4 30 p m ex Sunday.....	2 30 p m ex Sunday.....	93
Tacoma.....	Premier.....	8 00 a m Tu Fri.....	7 30 p m Tu Fri.....	93
Olympia via Tacoma.....	Fleetwood.....	1 30 p m ex Mon.....	1 00 p m ex Mon.....	93
Olympia and Shelton via Tacoma.....	Clara Brown.....	7 00 a m MoWeFri.....	5 00 p m TuThSat.....	93
Port Townsend and Victoria.....	U. P. Ry. Co.....	10 10 a m ex Sunday.....	1 30 p m ex Sunday.....	93
Port Townsend and way ports.....	P. S. & A. S. S. Co 10 15.....	PM ex Su, 10 10 AM ex Su.....	5 30 PM ex Su, 3 30 AM ex Mo.....	93
Port Townsend and Port Angeles.....	Garland.....	Sun 3 PM, Wed 2 AM.....	Tues 4 PM, Sat 4 PM.....	93
Whatcom and way.....	U. P. Ry. Co.....	11 00 p m ex Sat.....	2 00 p m ex Sun.....	93
Whatcom and way.....	P. S. & A. S. S. Co.....	9 00 p m ex Sun.....	8 00 a m ex Tu.....	93
Whatcom and way.....	Pac. Nav. Co.'s Strs.....	9 00 p m ex Sat.....	6 00 a m ex Sun.....	111
W Seattle.....	City of Seattle.....	10 round trips daily.....	".....	93
Sedro and Skagit River.....	Munroe & Henry Bailey.....	Mon Wed Sat on tide.....	".....	93
Port Madison.....	Augusta.....	3 00 p m ex Sun.....	11 00 a m ex Sun.....	98
Port Madison, Seabeck, Union City.....	Edith.....	11 00 p m ex Sat.....	3 00 p m ex Sun.....	94
Snohomish City and way.....	City of Quincy.....	7 00 a m WWeF.....	3 00 p m TuThSat.....	94
Snohomish and way.....	Mabel.....	7 00 a m Tu Th Sat.....	6 00 p m Su We Fri.....	93
Semishmo.....	U. P. Ry. Co.....	11 p m Friday.....	4 00 a m Mo We Sat.....	94
Semishmo.....	Anderson.....	9 00 p m Fri.....	8 00 a m We Fri Sun.....	93
Port Blakely.....	Michigan.....	8 a m, 2 30 p m daily.....	11 a m, 5 p m daily.....	93
Port Orchard, Colby.....	Grace.....	9 a m, 2 p m ex Sun.....	11 a m, 5 p m ex Sun.....	93
San Francisco.....	P. C. S. S. Co.....	See page 97.....	See page 97.....	97
San Francisco.....	Haytien Republic.....	Twice a month.....	Twice a month.....	97
Vancouver, B. C.....	Premier.....	12 00 p m Tu Fri.....	4 00 a m Tu Fri.....	109
Vashon.....	Glide.....	Mo We Fri 2 p m.....	11 00 a m Mo We Fri.....	93

Railway Trains

N. P. R. R., for Tacoma.....	6 15, 9 30 a m daily.....	8 40 a m, 12 10 noon daily.....	77
N. P. L. S. & E. and S. & N. Ry. For Anacortes, connecting with trains at Sedro for Fairhaven, Whatcom and Nehome.....	8 00 p m, 12 00 a m daily.....	9 15 a m, 3 45 p m daily.....	77
S. L. S. & E. for Snoqualmie.....	4 00 p m daily.....	8 10 p m daily.....	77
" for Snohomish June.....	6 00 p m daily.....	8 50 a m.....	77
U. & P. Sd Ry for Franklin.....	8 35 a m, 4 35 p m daily.....	".....	77
" for Newcastle.....	9 00 a m Sunday only.....	".....	77
".....	9 25 a m daily ex Su.....	5 00 p m daily.....	77
".....	4 05 p m daily ex Su.....	9 35 a m daily.....	77

Incorporated 1888. Paid up capital, \$150,000.

NOAH ARMSTRONG, Pres. H. AD. ARMSTRONG, Secy. B. F. SHADDOCK, Gen. Manager

Overland and Local Baggage Called for and Checked
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Terminal Freight Agents for the P. S. S. Railroad & Full line of Trucks and Drays.

Overland Baggage should be checked the afternoon previous to departure. Avoid the rush at depots and docks by having your baggage checked in advance. Freight shipped to all parts of the world.

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Free Bus to and from the House

PUGET SOUND STEAMERS.

LANDINGS.

[illegible]

• Change boats at Tacoma.

SEATTLE AND PORT WASHINGTON.

Steamer Grace leaves Seattle daily, except Sunday, at 2 p. m., for Colby, Brooklyn, Sylvan Grove, Niberville, Mitchell's, Sydney, Sackman, Tracyton, Silverdale and Chico.

Steamer S. M. Benton leaves Seattle 3:30 p. m., arrives 10:30 a. m.; leaves Port Blakeley 4:15 p. m., arrives 9:45 a. m.; leaves Sylvan Grove 4:30 p. m., arrives 9:15 a. m.; leaves Burchell 4:45 p. m., arrives 9:00 a. m.; leaves Brick Yard 5:00 p. m., arrives 8:30 a. m.; leaves Mitchell's Point 5:30 p. m., arrives 8:15 a. m.; leaves Sydney 6:00 p. m., arrives 8:00 a. m.; leaves Tracyton 6:30 p. m., arrives 7:00 a. m.; arrives Chico 7:30 p. m., leaves 6:30 a. m.

SEATTLE AND PORT ANGELES ROUTE.

Str. Angeles leaves Seattle at 12 o'clock noon Tues. and Fri. for Pt. Townsend, Sequim, New Dungeness, Pt. Angeles. Returning Mon. and Thurs. at 6 p. m.

SKAGIT RIVER ROUTE.

Str. Henry Bailey leaves Seattle Sun, Tu and Thu for Mt. Vernon and all Skagit river points, Stanwood, Mukilteo, etc., on tide making all the above landings. This steamer connects at Mt. Vernon with steamer for Avon, Nucachamp, Sterling and Sedro.

Also Str. Munroe for same points Mon, Wed. Fri on tide.

HOHOKONIH ROUTE.

Steamer Mabel leaves Seattle 7 a. m. Tuesday, Thurs. and Sat., calling at same points as W. K. Merwin. Returning Monday, Wednesday and Friday 7 p. m.

Steamer W. K. Merwin leaves Seattle Mo. Wed. Fri 7 a. m. for Marysville, Edmunds, Mukilteo, Marysville, Lowell and Snohomish City. Return Tu Thu Sat 2 p. m.

TACOMA AND DES MOINES.

Steamer Des Moines leaves Tacoma daily ex. Sunday at 9:30 a. m. and 3 p. m.

Returning leaves Des Moines at 7 a. m. and 1:30 p. m.

TACOMA AND HENDERSON BAY.

Steamer Messenger leaves Tacoma 7:30 a. m. Mon. Wed. Fri.; steamer Meta at 7:30 a. m. Tues. Thu Sat. for Gig Harbor, Artondale, Potters, Fox Island, Delano Beach, Lake Bay, Balch's Cove, Minter, Purdy, Rosedale and Henderson Bay. Returning same days.

TACOMA AND NORTH BAY.

Leave Tacoma 7:30 a. m. Tues. and Sat. for Meridian Brick Works, Sheltieroe Bay, Vaughn's, Detroit, Allyn, Coulter's Camp and North Bay.

TACOMA-OLYMPIA-KAMICHE ROUTE.

Steamer Multnomah leaves Tacoma daily except Sunday 7 a. m., arrives Olympia 10:45 a. m., Kamiche 11:15 a. m. Returning leaves Kamiche 10:15 p. m., Olympia 2 p. m., arrives Tacoma 5 p. m.

TACOMA—GIG HARBOR ROUTE.

Steamer Des Moines leaves Tacoma at 9 a. m., 2 p. m. and 5 p. m. daily for Gig Harbor, touching at the Smelter and Pacific Mill.

Str. J. R. McDonald leaves Tacoma Tuesday and Friday at 12:00 noon, and Seattle at 9 p. m. for Whatcom, touching at way ports, including San De Fuca, Coupeville, Usalady, Anacortes, Roche Harbor, Friday Harbor and Blaine.

PORT ORCHARD ROUTE.

Str. Tolo for Seattle or Eagle Harbor daily at 10:00 a. m. and 4 p. m.

Str. Grace for Seattle daily ex Sunday at 2 p. m.

Str. Glide for Seattle daily at 8:30 a. m.

Str. San Juan for Seattle daily ex Sunday at 9:30 a. m. and 3:30 p. m.

NANAIMO, NEW WESTMINSTER & VANCOUVER.

Steamer Dunsuir leaves Nanaimo Sat. 8 a. m., New Westminster 4:00 p. m., arriving at Vancouver 10:00 p. m.

m. Returning, leaves Vancouver Sundays 2:00 p. m., New Westminster Wednesdays 7:00 a. m., arriving at Nanaimo 2:00 p. m. Leaves Nanaimo Thursday 7:00 a. m., arriving at Comox 2:00 p. m. Returning, leaves Comox Friday 7:00 a. m., arriving at Nanaimo 3:00 p. m. Steamer Muriel leaves Vancouver Tuesday and Saturday 6 a. m. for Nanaimo, connecting with steamers Isabel and Dunsuir for Texada Island Landing, leaving Nanaimo daily except Monday and Friday.

OLYMPIA AND SHELTON ROUTE.

Str. Clara Brown leaves Tacoma 10 a. m., Arrives Olympia 2 p. m., leaves Olympia 3 p. m., arrives Shelton 5:30 p. m. Mon., Wed., Fri.

Leaves Shelton 8 a. m., arrives Olympia 11 a. m., leaves Olympia 11 a. m., arrives Tacoma 3 p. m. Tues., Thurs. and Sat.

On Mondays and Saturdays this steamer will leave for Seattle calling at Des Moines at 3:30 p. m. Returning leaves Seattle Mondays and Wednesdays at 5 a. m.

Steamer Willie leaves Olympia for Shelton daily, except Sunday 8 a. m. Connects at Shelton with steamer Multnomah.

PORT BLAKELEY ROUTE.

Str. Michigan leaves Seattle daily at 8 a. m. and 2 p. m. for Pt. Blakeley; returning, leaves Pt. Blakeley at 10 a. m. and 4:30 p. m. Arrive at Seattle at 11 a. m. and 5:30 p. m.

PORT MADISON ROUTE.

Steamer Augusta leaves Seattle daily (except Sunday) at 3:00 p. m.; arriving at Pt. Madison at 5:00 p. m. Returning, leaves Pt. Madison at 9:00 a. m., arriving at Seattle at 11:00 a. m. Also steamer Detroit (See Port Townsend and Victoria.) To Dog Fish Bay Mon Wed Fri.

PORT GAMBLE, SEABECK AND UNION CITY.

Steamers Josephine and Delta leave Seattle daily except Sunday at 7 a. m. Returning arrive at 4 p. m., calling at Kingstons, Point no Point, Port Blakeley, Seabeck, Dewatto and Bangor.

PORT TOWNSEND-IRONDALE ROUTE.

Steamer Wildwood leaves Pt. Townsend for Irondale at 8 a. m. and 4 p. m. daily, returning at 7 a. m. and 3 p. m.

PORT TOWNSEND AND PORT ANGELES.

Lv. Port Angeles at 5 a. m., Ar. Port Townsend 9 a. m.

Lv. Port Townsend 2 p. m., Ar. Port Angeles 6 p. m.

H. P. T. Co Josephine and Delta call at Kingstons, Point no Point, Seabeck, Dewatto, Bangor, Lillawaup, Hoodport and Union City. Receives freight for Quilness and Clifton daily except Sunday 7 a. m. Arrive Seattle 4 p. m.

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land; all level
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\$12,000—A new 16-room house and 1 block, including new furniture throughout, situate in East Portland. Fine location; motor line goes by property; delightful view; first-class sidewalk; ten minutes' walk from Morrison-st bridge.

\$8000—A full lot, Seventeenth street, between M and N streets.

\$33,000—A real bargain, 100x100 feet, situate northeast cor. Sixth and F sts. Four fine residences on the premises returning good rents. On investigation the intending buyer will ascertain that similar property in this locality is held at from \$40,000 to \$50,000 per quarter block, even without improvements.

Sixth and E streets, city. Quarter block on easy terms. Price, which is very reasonable, and terms, will be given on personal application to bona fide intending purchasers.

\$20 per acre will buy one of the finest farms in Washington Co., Or., comprising 240 acres; over 100 acres beaver dam, balance slightly rolling; 50 acres has been cultivated; very rich soil; over half of the whole cleared. The bottom land will cost less than \$10 per acre to clear. Good, large box house, barn, outhouses, orchard, several living springs, good well; the whole farm well fenced; has two county roads running through it; one mile

from school house, three miles from postoffice, and only a few miles from railroad station. Price put at above exceedingly low figure so as to dispose of it without delay; title first-class. Highly cultivated farms and prosperous homes surround this property.

EDEN ADDITION TO EAST PORTLAND.

Situate half way between Portland and Mount Tabor, between Hawthorne avenue and Waverly electric motor line, not over three blocks from either line. Higher, more sightly, and as near as Sunnyside. Price, \$450 to \$600. Terms, part cash, balance on or before eighteen months. I assert that property not better located in this vicinity is held at nearly double the price. Apply without delay, and secure best locations. Only a five-cent fare to or from this delightfully located property. Only a few days on the market, yet several lots are contracted for. Only thirty more remaining. This is a good buy. These lots are selling rapidly.

\$1300 to \$1400 per lot; 30 lots in Garrison's addition to East Portland, situated between K, L, M and N, on Eighteenth, Nineteenth and Twentieth streets. These lots are on the highest part of the city of East Portland; all level, fine grade and delightful view. To dispose of the property forthwith, these low prices are offered for a few days. The motor cars run by them. Only ten minutes walk from the Edmond hotel. Several new dwellings, costing from \$5000 to \$6000 each, built and contracted for, surround this fine residence property. Several lots sold here lately. Fine improvements will be put on them. Buy before free bridge and consolidation takes place. **See** A large list of other property for sale.

M. G. GRIFFIN,

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THE LEADING HOTEL OF SAN FRANCISCO.

THIS HOTEL was completed and opened in May, 1877, and is conducted on the American Plan. Over \$3,500,000 having been expended by Mr. Baldwin in its construction and furnishing, THE BALDWIN is the most elegantly appointed Hotel in the world.

Situated on Market street, at the intersection of Powell and Eddy streets, and fronting on four principal streets in the business center, it is convenient of access to and from all quarters of the city. Eight lines of street cars pass its doors.

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IN WAITING

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SPECIAL ACCOMMODATIONS FOR

FAMILIES AND LARGE PARTIES.

PRICES THE SAME AS AT OTHER FIRST CLASS HOTELS.

\$2.50 TO \$5.00 PER DAY.

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Steamship
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a. m.
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steamship
France

Oregon

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Ticket Office

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Pacific Coast Steamship Company.



Steamers of this Company sail from Broadway Wharf, San Francisco, for Ports in California, Oregon, Washington and Idaho Territories, British Columbia and Alaska as Follows:

California Southern Coast Route.

The steamers Corona and Pomona sail for Port Harford, San Luis Obispo, Santa Barbara, San Pedro, Los Angeles and San Diego as follows:

Corona (11 a. m.) April 5, 13, 21, 29. **Pomona** (11 a. m.) April 1, 9, 17, 25.

The steamer sails for Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford, Lompoc, San Luis Obispo, Gaviota, Santa Barbara, San Buenaventura, Hueneine, San Pedro and Los Angeles as follows:

Coos Bay (8 a. m.) April 3, 11, 19, 27.

Alaska Route.

The steamer City of Puebla, sailing from Broadway Wharf No. 1 at 9 a. m. Apr. and May 15, 30 will connect at Port Townsend with steamers City of Topoka or Al-Ki for ports in Alaska.

Victoria and Puget Sound Route.

Steamships carrying Her Britannic Majesty's mails leave Broadway Wharf No. 1, San Francisco, April and May 5th, 10th, 15th, 20th, 25th, 30th, at 9:00 a. m. for Victoria, Vancouver, (connecting with Canadian Pacific Railway) Port Townsend, Seattle and Tacoma, arriving at Victoria at 6 a. m., every third day out; Port Townsend and Seattle same days p. m. and Tacoma next days a. m., connecting with steamers for Alaska as above, and with steamboats, etc., for Skagit river and Cassiar mines, Nanaimo, New Westminster, Yale, and all other important points. Returning, leave Seattle, Port Townsend and Victoria for San Francisco Apr. and May 3, 8, 13, 18, 23, 28.

Portland, Oregon, Route.

Steamships of the U. P. Ry. Co. and the P.C.S.Co. will sail as follows, leaving Spear Street Wharf, San Francisco, at 10:00 a.m. for Astoria and Portland, Oregon:

Oregon Apr. 5th, 17th, 29th. **State of California** Apr. 1st, 13th, 25th. **Columbia** April 9, 21.

Leave Portland, Oregon, at 10:00 p. m., for Astoria and San Francisco:

State of California Apr. 6th, 18th, 30th. **Oregon** April 10th, 22d. **Columbia** Apr. 2, 14, 26.

Eureka and Humboldt Bay Route.

Steamship Los Angeles sails from Broadway Wharf No. 1, San Francisco, every Wednesday at 9:00 a.m. for Eureka, Arcata and Field's Landing (Humboldt Bay). Returning, leaves Eureka Saturdays at high tide. Due in San Francisco Sunday a.m.

For movements of Freight Boats, see the San Francisco Guide.

Santa Cruz is a lovely town and a popular watering place. It is only about eight hours' ride from San Francisco. Monterey is the old capital of the state, and is celebrated for its old adobe buildings, the Mission, the Methodists' camping grounds, and many other noted things and places.

Tourists in search of pleasure and invalids in search of health will find no country that can supply their wants as can Southern California. The medicinal virtues of the Paso Robles Hot Springs are universally acknowledged. For rheumatism, gout, neuralgia, liver complaint, impure blood, etc., they have no rival in the world.

Santa Barbara and Santa Monica are celebrated watering places. The fame of the orange groves of Los Angeles is world wide. The consumptive who sojourns in San Diego takes a new lease of life.

Notes of Fare, which include meals and sleeping accommodations, are lower by this than by any other route. Through tickets sold to all the principal places on the coast. Stages and railroads make close connection with steamers for all the principal places in the interior.

For further information in regard to tickets call at the

Ticket Office No. 4 New Montgomery St., Palace Hotel.

D. B. JACKSON, Gen. Passenger and Ticket Agent.

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Everything First-Class. First street.
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ings. 28 years in hotel business in
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from the house.

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brick hotel, one hundred elegantly
furnished rooms, provided with elec-
tric bath and all modern conveniences.

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OCCIDENTAL HOTEL.

M. A. CLAYAN, Prop'r.
The Occidental contains 50 rooms, 20
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commercial sample rooms on first
floor. Free bus to and from all pas-
senger trains. Rates from \$1 to \$2
per day. Shaving parlor and bath
rooms in building.

Baker City, Or.

HOTEL WARSHAUER.

House for first-class travel.
Terms reasonable.

Tacoma, Wash.

HOTEL TACOMA.

FRED. L. PRESSBY, Manager.
Special accommodations for commer-
cial men. Rates, \$3.00 per day and
upwards. Every convenience. Cen-
trally located.

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MR. & MRS. SANFORD, Prop'rs.
Market and Franklin St. A quiet
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Table and appointments has no equal
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\$1.50 to \$2. Rooms only \$1 per day
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E. J. BALDWIN, Prop'r.
The Leading Hotel of San Francisco,
and the most elegantly appointed Ho-
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European Plan. Rooms \$6c., 75c. and
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Quincy streets.

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MARTIN ROBINSON, Manager.
One of the finest hotels in Washing-
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Fire-Proof. European Plan. Steam
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Furniture. Special Accommodation
and Sample Rooms for Commercial
Travelers. Rates from \$1.00 to \$1.50.

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Free bus. First-class in every par-
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LEVI SARGENT, Prop'r.
Convenient to strangers, and good
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Fairhaven, Wash.

HOTEL FAIRHAVEN.

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The only First-Class Hotel in the city.

Hoquiam, Wash.

THE HOQUIAM.

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Complete and perfect.

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A. J. MANOR, Prop'r.
Finest hotel in the city. Bus and
Commercial Rooms.

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Free Bus. Free Sample Rooms.

Oakland, Cal.

GALINDO HOTEL.

B. WAGNER, Prop'r.
Eight Street, bet. Broadway and
Franklin. Pleasant sunny rooms
single and en suite. The table is
first-class in every respect. Superior
accommodations for transients. Lib-
eral terms to permanent boarders.
Nice play grounds for children direct-
ly in front of hotel. Local trains to
San Francisco every half hour. Horse
cars to every part of the city within
one block. Passengers getting off at
Sixteenth street station, Oakland,
take street car to Eighth and Wash-
ington streets, within one block of
the hotel.

Monterey, Cal.

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Splendid House and Restaurant.
Terms reasonable.

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Only First Class French Hotel and
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Rates \$2 per day.

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For sailing...
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For Mokelumne...
Jackson St.

For Napa, Valle...
For Petaluma...
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For Sacramento...
from Market...
days, Wedne...

For Sacramento...
days, Wedne...

For Stockton...

RUTHERFORD & SMITH | WILL RULE, PRINT and BIND your
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OCEAN STEAMERS.

99

PORTLAND, ASTORIA AND SAN FRANCISCO.

FROM PORTLAND.		FROM SAN FRANCISCO.	
Leaving Alsworth dock at 10 p. m., as follows:		Leaving Spear Street wharf at 10:00 a. m., as follows:	
Columbia.....	Thursday..... April 9	State of California.....	Wednesday..... April 1
State of California.....	Monday..... " 6	Oregon.....	Sunday..... " 5
Oregon.....	Friday..... " 10	Columbia.....	Thursday..... " 9
Columbia.....	Tuesday..... " 14	State of California.....	Monday..... " 13
State of California.....	Saturday..... " 18	Oregon.....	Friday..... " 17
Oregon.....	Wednesday..... " 22	Columbia.....	Tuesday..... " 21
Columbia.....	Sunday..... " 26	State of California.....	Saturday..... " 25
State of California.....	Thursday..... " 30	Oregon.....	Wednesday..... " 29
Oregon.....	Monday..... May 4	Columbia.....	Sunday..... May 3
		State of California.....	Thursday..... " 7

COAST, OCEAN AND RIVER ROUTES FROM SAN FRANCISCO.

For Yaquina Bay, connecting with Oregon Pacific railroad trains for Corvallis, Albany, Salem, Portland and other points in Oregon. The Oregon Development Company's steamships leave San Francisco Mar. 31, April 10, 19, 27 and Yaquina about April 5, 14, 23. W. B. Webster, Gen. Frt. and Pass. Agt., 34 Montgomery St., San Francisco. C. C. Hogue, General Freight and Passenger Agent Oregon Pacific Railroad, Corvallis, Or. W. M. Darling, Agent Oregon Pacific Co., Portland.

For Yokohama and Hongkong.—Connecting at Yokohama with steamer for Shanghai; connecting at Hong Kong with steamer for East Indian, Australian and European ports. Pacific Mail Steamship Company, from wharf corner First and Brannan streets, April 14, May 7, at 3:00 P. M. John M. Dow, Acting Gen. Agent, 302 Front street and at wharf. Occidental and Oriental Steamship Company, same wharf, Apr. 3, 25, May 30, at 3 p. m. For rates apply at room 74, Southern Pacific Company Building, corner Fourth and Townsend Sts.

For New York, via Panama.—Taking passengers for all Mexican and Central American ports. Pacific Mail Steamship Company, from wharf corner First and Brannan streets on the 3d, 13th and 23d of each month at 12 o'clock m. John M. Dow, Acting Gen. Agent, 302 Front street and at the wharf.

For Australia, New Zealand and Hawaii.—Oceanic Steamship Company, 327 Market street, Mar. 24, Apr. 7, 21, May 5.

For Honolulu.—Oceanic Steamship Company, April 2, 30 at 12 noon.

For Crescent City.—Every ten days. Hobbs, Wall & Co., 314-24 Spear street, S. F.

For Eureka, Arcata and Field's Landing (Humboldt Bay), Steamer Los Angeles 9 a. m. Wednesdays. Goodall, Perkins & Co., Gen. Agts., 10 Market street. General ticket office, No. 4 New Montgomery street.

For Santa Cruz, Monterey, San Simon, Cayucos, Port Harford, (San Luis Obispo), Gaviota, Santa Barbara, San Buenaventura, Huemame, Redondo, San Pedro (Los Angeles), and Newport, 8 a. m. every four days. Goodall, Perkins & Co., Gen. Agts., 10 Market street. General ticket office, No. 4 New Montgomery street.

For San Diego, stopping only at Port Harford (San Luis Obispo), Santa Barbara and San Pedro, (Los Angeles), 11 a. m. every four days. Goodall, Perkins & Co., Gen. Agts., 10 Market street. General ticket office, No. 4 New Montgomery street.

For Nantasket, La Paz and Guaymas, (and Ensenada, Magdalena and San Jos del Cabo if sufficient inducements offer), (Mexico), Steamer Newbern, 10 a. m., 25th of each month. Goodall, Perkins & Co., Gen. Agts., 10 Market street. General ticket office, No. 4 New Montgomery street.

For Coos Bay, Coquille and Umpqua rivers, landing same at Empire City and Marshfield, Coos Bay, and connecting with stages from Coos Bay for Roseburg and intermediate points; also for Gardiner City and Scottsburg, on Umpqua river. Every four days. C. Nelson, agent, Vallejo and Davis streets.

For Portland and Astoria, Or.—Union Pacific and Pacific Coast Steamship Co.'s steamers Columbia, State of California and Oregon every four days from Spear St. wharf. Goodall, Perkins & Co., agents, 10 Market St. Ticket office No. 4 New Montgomery St. See table above.

For Victoria and Puget Sound Ports.—Every 5 days at 9 o'clock a. m. from Broadway wharf. See page 98.

For Alaska.—Steamships sail from Broadway wharf No. 1. Connect with Alaska steamers at Port Townsend. Goodall, Perkins & Co., agents, 10 Market street. General ticket office, No. 4 New Montgomery street. For sailing dates see next page.

For Aleutian Islands, Presidio, Black Point and Angel Island daily at 6:25 and 9 a. m. and 3:30 p. m., from Washington street wharf.

For Marysville and way landings.—Fridays at 5 p. m. from Broadway wharf.

For Hokelumne River, connecting at Brack's with S. J. & S. N. R. R., Tuesdays and Saturdays at 12 m., from Jackson St. wharf.

For Napa, Vallejo, Tuscol.—Mondays, Tuesdays and Fridays at 2 p. m. from Jackson St. wharf.

For Petaluma, via Tiburon and San Rafael.—Steamer Tiburon at 7:40 a. m. 3:30 and 5 p. m., daily from foot of Market St. Sunday at 8 a. m. Direct, steamer Gold daily at 3:00 p. m. from Jackson St. wharf.

For Sacramento.—Tuesdays and Fridays at 6 p. m. from Jackson St. wharf. Daily except Sunday at 1 p. m. from Market St. wharf.

For Sacramento River, Collinsville, Etc.—Daily, except Sunday, at 1 p. m. from Market street wharf. Mondays, Wednesdays and Fridays, at 11 a. m., from Jackson street wharf.

For Stockton.—Daily at 5 p. m. from Washington St. wharf.

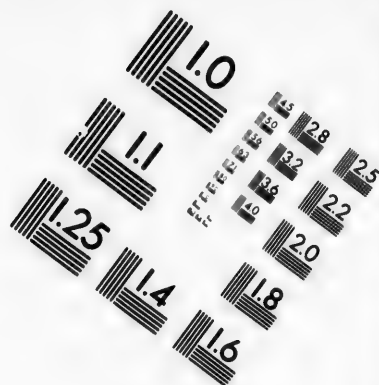
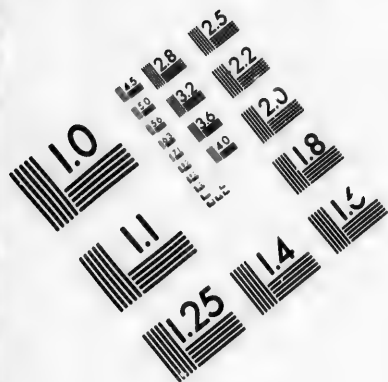
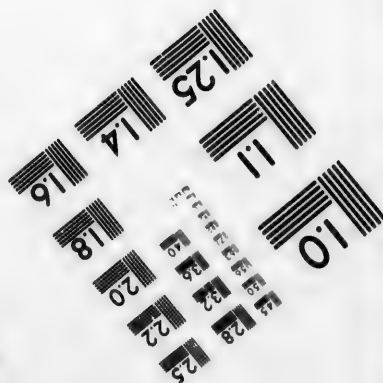
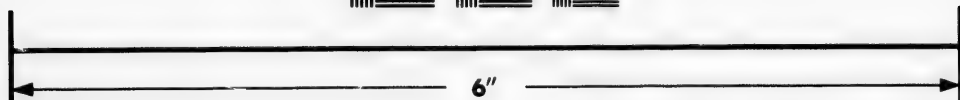
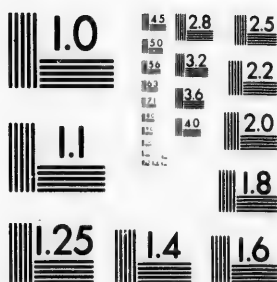


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10

Alaska Route Pacific Coast Steamship Co.

Sailing dates of steamers from San Francisco and Puget Sound during excursion season of 1891.

Leave San Francisco, Broadway Wharf, No. 1 9 A. M.	Leave Port Townsend and Victoria P. M.	Leave Portland by Rail 11 A. M.	Leave Portland by Steamer P. M.	Leave Tacoma 4 A. M. Seattle 9 A. M.	Due back Victoria and Port Townsend	Due back Tacoma.	Due San Francisco A. M.
City of Puebla, Feb. 14 Al Ki	Feb. 17 Feb.	16 Feb.	14 Feb.	17 March	8 March	8 March	13
" " Mar. 1 City of Topeka, Mar. 4 March	3 March	3 March	1 March	4 March	23 March	23 March	28
" " Mar. 16 Al Ki, Mar. 19 March	18 March	16 March	16 March	19 April	7 April	7 April	12
" " Mar. 31 City of Topeka, Apr. 3 April	2 March	31 April	3 April	23 April	22 April	22 April	27
" " April 15 Mexico, Apr. 18 April	17 April	15 April	18 May	7 May	7 May	7 May	12
" " April 30 City of Topeka, May 8 May	2 April	30 May	3 May	22 May	22 May	22 May	27
" " May 15 Mexico, May 18 May	17 May	15 May	18 June	6 June	6 June	6 June	11
" " May 30 City of Topeka, June 2 June	1 May	30 June	2 June	21 June	21 June	21 June	26
Walla Walla, June 4 Queen, June 7 June	6 June	14 June	7 June	18 June	18 June	19 June	23
City of Puebla, June 4 Mexico, June 17 June	16 June	14 June	17 July	6 July	6 July	6 July	11
Walla Walla, June 19 Queen, June 22 June	21 June	29 June	22 July	4 July	4 July	4 July	11
City of Puebla, June 29 City of Topeka, July 2 July	1 June	29 July	2 July	21 July	21 July	21 July	26
Walla Walla, July 5 Queen, July 8 July	7 July	29 July	8 July	20 July	20 July	20 July	26
City of Puebla, July 14 Mexico, July 17 July	16 July	14 July	17 Aug.	5 Aug.	5 Aug.	5 Aug.	10
Walla Walla, July 19 Queen, July 22 July	21 July	29 July	22 Aug.	3 Aug.	3 Aug.	3 Aug.	10
City of Puebla, July 29 City of Topeka, Aug. 1 July	31 July	29 Aug.	1 Aug.	20 Aug.	20 Aug.	20 Aug.	25
Walla Walla, Aug. 3 Queen, Aug. 6 Aug.	5 Aug.	29 Aug.	6 Aug.	18 Aug.	18 Aug.	18 Aug.	25
City of Puebla, Aug. 18 Mexico, Aug. 18 Aug.	15 Aug.	18 Aug.	18 Sept.	4 Sept.	4 Sept.	4 Sept.	9
Walla Walla, Aug. 18 Queen, Aug. 21 Aug.	20 Aug.	28 Aug.	21 Sept.	2 Sept.	2 Sept.	2 Sept.	9
City of Puebla, Aug. 28 City of Topeka, Aug. 31 Aug.	30 Aug.	28 Aug.	31 Sept.	19 Sept.	19 Sept.	19 Sept.	24
" " Sept. 12 Mexico, Sept. 16 Sept.	14 Sept.	28 Sept.	15 Oct.	4 Oct.	4 Oct.	4 Oct.	9

Steamers and dates are subject to change.

GOODALL, PERKINS & CO., Gen'l Agt's.

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(Successors to F. H. Page.)

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PACIFIC • ROLLING • MILL • CO.

MANUFACTURERS OF

**Railroad and Merchant Iron,
Car and Locomotive Axles and Frames
Hammered Iron of Every Description.**

Rolled Beams, Angle, Channel and T Iron, Bridge and Machine Bolts, Lag
Screws, Nuts, Washers, Etc.

Steel T Rails 8 to 40 lbs. to the Yard.

We now have in operation a STEEL PLANT, and are prepared to furnish all grades of Homogeneous Steel, and
can recommend it for Structural Shapes, Bridge Rods, Locomotives and Marine Forging,
and in all places where great and uniform strength is desired.

Steel Castings and Forgings

Up to 20,000 Pounds Weight.

True to pattern and superior in strength, toughness and durability to Cast or Wrought Iron, in any position or
for any service.

 **GEARINGS, SHOES, DIES, CAMS, TAPPETS,
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RAILROAD and MACHINERY CASTINGS AND FORGINGS

OF EVERY DESCRIPTION. ALSO

Homogeneous Steel, Soft and Ductile.

in rods from $\frac{1}{4}$ to three inches in diameter, and flats from 1 to 8 inches. Angles, Tees, Channels and other
shapes. Steel Buggy, Wagon and Truck Tires. Plow Steel. Also, Machinery Steel to size and lengths.

HIGHEST PRICE PAID FOR SCRAP IRON.

—† OFFICE †—

202 MARKET-ST., SAN FRANCISCO.

When You arrive at PORT TOWNSEND dine at the BELMONT RESTAURANT, "Epicure's Resort," Water St. near P. O. O. JOHNSON, PROP'R.

102

PORT TOWNSEND, WASH.

JEFFERSON COUNTY.

Population, 7,000. County seat. Situate on Puget Sound, 220 miles from Portland. United States Custom House and port of entry for Puget Sound District. Electric light and water works. Terminal port of Port Townsend Transportation Co.'s steamers. Puget Sound Telegraph, Northern Pacific and Northwestern Express Companies, and headquarters of the Port Townsend and Port Discovery Stage line and Port Townsend Southern Ry., now under construction.

Condensed Time Table.

DESTINATION.	STEAMER.	LEAVE PORT TOWN- SEND.	ARRIVE AT PORT TOWNSEND.	TIME TA- BLE ON PAGE
Tacoma and Seattle.	U. P. Ry. Co.	11 30 p m ex Sat.	1 15 p m ex Su.	67
Seattle.	Edith.	10 00 a m ex Su.	5 00 a m ex Su.	98
Tacoma and Seattle.	Premier.	11 00 p m Mo Th.	3 00 a m Wed Sat.	
Victoria.	U. P. Ry. Co.	2 00 p m ex Su.	11 00 p m ex Sat.	67
Vancouver.	Premier.	4 00 a m Wed Sat.	9 30 p m Mon Thure	
Seattle.	Evangel.	Midnight Sat.	8 00 p m Su.	
Irondale and Hadlock.	Wildwood.	7 and 9 30 AM, 3 30 PM	9 and 12 am, 6 30 pm	
Port Discovery.	Stage and str. Fanny.	2 00 p m daily.	10 30 a m daily.	
The Islands and Whatcom.	Evangel.	7 30 a m Mo We Fri	8 00 p m Tu Th Sat.	
San Francisco.	P. C. S. R. Co.	See page 99	See page 99.	97
Port Angeles and Neah Bay.	Garland.	8 15 a m MoWedFri	9 00 a m Tu Th Sat.	98
Alaska.	City of Topeka or Yaquina	Feb. 2 and 17.	Feb. 21, Mar. 8	102
Whatcom and Roche Harbor.	Premier.	4 00 a m Wed Sat.		102
Angeles.	Geo. E. Starr.	2 00 p m ex Sunday	3 30 a m ex Sunday	
Wh'com & way ports via Pt. Towns'nd	Sehome.	12 30 p m ex Sun.	12 30 noon ex Mon.	
Seattle.	Eastern Oregon.	11 45 a m ex Monday	11 00 p m ex Mon.	
Seattle.	"	11 00 p m Sat.	11 00 a m ex Sat.	
Seattle.	Garland.	Tu and Sat 4 p m.	Wed and Sun 8 p m.	
Port Williams.	Geo. E. Starr.	2 00 p m.	9 00 a m.	
Seattle and Tacoma.	City of Kingston.	11 30 p m ex Sat.	1 15 p m ex Sun.	
Victoria.	"	1 30 p m ex Sun.	11 00 p m ex Sat.	
Wh'com & way ports via Pt. Towns'nd	City of Seattle.	11 30 p m ex Sun.	11 00 a m Sun.	
Seattle and Tacoma.	"	11 00 a m ex Sun.	11 00 p m ex Sat.	

CHAS. HEGELE & CO.

IMPORTERS AND JOBBERS OF

Crockery and Glassware,

FRENCH CHINA,

Plated Ware, Clocks, Cutlery,

Lamps, Lanterns, Etc., Etc.

Sole Agents for the Patent Fire Proof

Excelsior Cooking Crock!

QUEEN OF COOKING UTENSILS.

Nothing can burn in it. It is acid proof.

SOLE AGENTS FOR

"Rochester" Lamps, "Peoria" Stoneware,
"Phoenix" Razors, "Central City"
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RUBBER HOSE

BELTING AND PACKING,

Clothing, Boots and Shoes,

ARE THE BEST THAT CAN BE MADE OF RUBBER.

GOODYEAR RUBBER CO.

R. H. PEASE, Jr., Agents.
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SAN FRANCISCO.

Population
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Ilwaco
Oregon
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To San Francisco
Portland, U. I.
Portland, "T"
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Westport and
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Board and Lod
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Single Meals.
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Convenient t
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ASTORIA, OREGON.

103

CLATSOP COUNTY.

Population 9000. On Columbia river; 98 miles from Portland; 555 miles from San Francisco; 10 miles from Pacific Ocean. Terminal port for Lower Columbia River Steamers and Ilwaco Railway & Navigation Co.'s Steamers. Port of Entry. Oldest settlement in Oregon—founded in 1811. Headquarters of the Columbia River Salmon Fisheries. Western Union Telegraph. Northern Pacific Express.

CONDENSED TIME TABLE.

STEAMERS TO AND FROM	LEAVE ASTORIA.	DUE AT ASTORIA.
To San Francisco.....	See page 99.	See page 99.
Portland, U. P. Ry. (day boat).....	7 a m daily ex sun.	5 00 a m daily ex Sun
Portland, "Telephone".....	7 p m daily ex Sun.	4 00 p m daily ex Sun
Puget Sound and British Columbia—U. P. Ry. Co.....	See page 99.	
Cathlamet and points on Washington side of Columbia.....	7 a m Tu Thu Sat	4 00 p m Mon Wed Sat
Westport and points on Oregon side of Columbia.....	7 a m. Mo., Wed., Fri.,	4 p m. Tu., Th., Sat.
Gray's River points.....	Th. and Fri.	
Ilwaco, Oysterville, Shoalwater Bay, Bay Center, North Cove, and all points on Gray's Harbor and in Cheshalla County.....	Daily ex. Sun. 8:00 AM	Daily ex Sun 4:00 PM
Skippoon.....	Daily ex Sun at 8:00 a m.	11:00 a m. ex. Su.
Gray's Harbor.....	Every Friday.	Every Sunday.
Shoalwater Bay.....	Every 5 days.	Every 5 days.
Young's and Clatskanie River points.....	6 AM, 2 PM MoSa, 9 AM TuWed	11 a m, 7 p m Mo Sat
Deep River points.....	6 a m, 2 30 p m Tu and Sat	11 a m., 8 p m Tu Sat.
Tillamook.....	Weekly.	Weekly.
Knappton Mills and way landings.....	6 a m, 2 30 p m Tu. Sat.	11 a m, 8 p m Tu Sat
Knappton and way landings.....	Daily ex Sunday 2 p m	Daily ex Sunday 10 a m
Lewis and Clarke.....	8 PM Tu, 2 30 PM Wed Sat	10 a m Wed Sat



Ilwaco Railway & Navigation Co.

THE STEAMER

GENERAL CANBY or SUOMI

Leave Astoria daily at 7 a m for

ILWACO,

Connecting with Railroad running North at 10 a m, and it with boats on Shoalwater Bay, for

South Bend, Sunshine, North Cove, and other points through to Grays Harbor.

Southbound train connects at Ilwaco with steamers for Astoria and night boats for Portland.

NEW WISCONSIN HOTEL,

No. 902 Montgomery St., San Francisco, Cal.

HENRY EVANS, - - Proprietor.

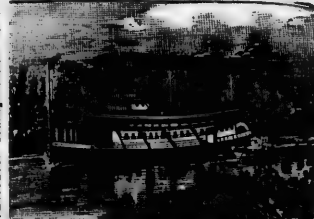
RATES OF CHARGES

Board and Lodging, per day.....	\$1 00
Board and Lodging, per week.....	\$5 00 to 6 00
Single Meals.....	25
Single Rooms.....	50

Convenient to the Victoria, Oregon, San Diego and Humboldt steamers. Accommodations for families at reduced rates. Transient visitors will find this one of the most comfortable and convenient houses in the city, the rooms being large, light and airy.

FREE COACH TO AND FROM THE HOUSE.

Vancouver Transportation Co.'s



Steamer UNDIS

leave Portland 3:30 p. m., and Vancouver at 8 a. m. daily, Sundays excepted. For freight or passage apply on board, foot of Taylor street.

Open to charter for any point on the Columbia or Willamette rivers.

J. T. GRAY, Secretary.

J. KAMM, President.

DR. JORDAN & CO.

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Go and be taught how wonderfully you are made, and how to avoid
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HINTS TO TRAVELERS.

105

TICKETS.

Rates of fare are fixed by the management of transportation companies, and it is useless to demand any reduction in price or change of conditions from the ticket agent.

Ticket Agents are expected to furnish tickets as called for, and are not allowed to advise passengers as to choice of routes beyond their own lines.

A second class ticket entitles you to a seat in a second class coach, and if you locate in a first class coach you are liable to be ejected. The fact that you have been allowed at some previous time to ride in a first class coach on a second class ticket, is not a precedent which compels officials to allow you to do so again.

If you start with a second class ticket and later on you decide to change to a first class, you may do so by paying the conductor the difference in rates. You will have to arrange this with each conductor, as no conductor can collect fare beyond his own run. At a terminal station the agent can exchange your ticket.

If you lose your ticket you are out of pocket that amount. The company is under no obligation to give you another in its place nor to allow you to ride free. Give notice of your loss to the conductor. Pay your fare to him and take his receipt for the amount. When you reach your destination notify the Ticket Agent of your loss and give him your address. If your ticket is found the company will refund your money on surrender of the receipt.

In case of an error in your ticket, do not attempt to make the conductor rectify the mistake of the ticket agent. Explain the situation to him and he will telegraph for instructions. You will have to pay your fare again and take the conductor's receipt for the amount. When you reach your destination show your unused ticket and receipt to the ticket agent. He will either get instructions from the management to redeem the unused ticket at once, or will forward it to the proper authority, and you will receive notice of the issue. The time which may elapse will depend upon how complicated the affair is and whether the fault was on the part of the company or yourself.

If you attempt to travel on a ticket bought of another person and marked "Not Transferable," it is the duty of the conductor to take the ticket up and collect full fare.

A limited ticket is not good for passage after the date of limitation has expired. This does not affect passengers on the way, provided they have started before the date of expiration. If a coupon ticket expires while a passenger is en route, he is entitled to ride as far as the coupon on which he is riding reads. Fare must be repaid the balance of the journey.

Having once started on a certain train your ticket is good only for that train. If you stop off at a way station you forfeit your right to ride farther without paying additional fare. Some companies allow conductors to issue stop-over checks to holders of first class unlimited

tickets, but this is an act of accommodation on the part of the company.

Railway companies are not obliged to stop their trains at stations not indicated as regular stopping places on their published time cards.

Children over five (5) and under twelve (12) years of age travel at half fare.

These rules are based on repeated judicial decisions, and therefore are beyond dispute.

CHECKING BAGGAGE.

Baggagemen are not allowed to check baggage until they have examined your ticket.

Baggage cannot be checked to a point short of or beyond the destination of the ticket, unless especially ordered by the management.

Baggagemen cannot knowingly check anything but personal wearing apparel. All other articles have to be weighed and charged for as excess baggage.

Railway regulations allow 150 pounds of baggage to each full ticket.

Dogs or guns cannot be checked, but must be put in charge of the train baggageman, who is allowed to collect payment from the owner at the rate of \$1.00 for each dog and 50 cents for each gun.

As a matter of precaution, have your name and address plainly marked on your trunk, for in case of losing your check it would be much easier to prove your property.

On reaching your destination, you are expected to claim your baggage within 24 hours, if not, you will be charged for storage.

These rules apply to steamboat lines and coasting steamers.

These rules are based on repeated judicial decisions, and are beyond dispute.

SLEEPING CAR RATES.

BETWEEN	DOUBLE SEC.		DR'W'G
	BERTH	TION	ROOM
Portland and Walla Walla.....	\$ 2 50	\$ 5 00	\$ 9 00
" " Spokane Falls.....	3 50	7 00	12 00
" " Missoula.....	4 50	9 00	16 00
" " Helena.....	5 50	11 00	20 00
" " Livingston or Boz'n.....	6 50	13 00	24 00
" " Bismarck.....	10 50	21 00	40 00
" " St. Paul.....	18 50	37 00	52 00
" " Omaha.....	13 00	26 00	50 00
" " Kansas City.....	13 00	27 00	52 00
" " Chicago.....	15 50	31 00	60 00
" " St. Louis.....	17 50	35 00	66 00
" " New York or Phila.....	20 50	41 00	80 00
" " Boston.....	23 00	46 00	85 00

TOURIST CAR RATES.

A double berth is sufficiently large to accommodate two persons. A section is a double lower and upper berth. The Drawing Room is a separate apartment, and has seat room and sleeping accommodations for six persons.

The tourist sleeping cars on the Southern Pacific are now controlled by the Pullman Co., with the uniform charge for a double berth of 50 cents per night. Holders of first-class tickets can ride in these cars. On the Union Pacific and Northern Pacific these cars are free.

WILBUR.

The Metropolis of the Big Bend Country.

Wilbur is situated in Lincoln county, Washington, on the Central Washington road, a branch of the Northern Pacific, just 87 miles from Spokane Falls. The present site of the enterprising town was first settled upon some fifteen years ago by Samuel Wilbur Condit, who is more widely known throughout the northwest as "Wild Goose Bill."

As Wilbur is situated in the very heart of the Big Bend Country, rich in stock raising and agricultural lands, the Northern Pacific found it necessary to push a line through the country, and so in the summer of 1889, Wilbur became connected by rail with the outside world, and thence onward its progress upward has been steady and rapid.

The town has an estimated population of from 700 to 1000. There are about one dozen general merchandise stores, several grain and feed houses, a good livery stable, a new hotel, half dozen saloons, two restaurants, good barber shop, several real estate and law offices, and as bright a little newspaper as can be found anywhere in a town of similar size. The dwelling houses are neat and comfortable, the streets well graded and the city has built about four miles of splendid side walks.

There is tributary to Wilbur an area of agricultural country capable of producing ten million bushels of grain per annum, and other products in proportion; this grain converted into flour would make 2,000,000 barrels or 400,000,000 pounds of breadstuffs, sufficient to supply over a half million people with the staff of life for a year. The Big Bend country has an area of about 7000 square miles. This alone is sufficient to insure the future of the town, but when we add the vast income from fruit and vegetable products and lumber interests; the fact that it is the shipping supply point for the great Okanogan mining country, with daily stages to the mines; that it is situated upon a beautiful stream of pure spring water sufficient to supply a city of forty thousand inhabitants, that the immediate location of the town could not be better, that it already has one transcontinental railroad with prospects of another in the near future, that it is a long way from any other town of importance (ninety miles from Spokane Falls) with virtually no competition, it must be seen

that Wilbur possesses every essential element of success, and in the natural course of events is bound to take rank with the first towns of the country.

The town of Wilbur is surrounded by more fertile land than either Spokane, Ellensburg or Yakima, her resources are as varied and extensive and her real estate is bound to rapidly increase in value. Wilbur offers splendid inducements to business men; there is room for more merchants and more mechanics, and especially are there fine openings for: Boot and shoe store, grocery store, book and stationery store, watch-maker and jeweler, brick yard, flour mill, brewery, water works, electric light plant and telephone service.

Some sixteen miles north of Wilbur and just across the Columbia river lies a vast area of country set apart and designated by the United States Government as the Colville Indian Reservation. This reservation is for the most part very broken and mountainous, and is traversed by numerous small streams on which rich placer mines have been discovered, and it is well known that the mountains abound in mineral wealth. Some of these placer mines show evidence of having been worked years ago. Under existing laws of the United States these mines cannot be worked, but our Representatives in Congress are endeavoring to have this reservation thrown open to the public, and already negotiations have been begun with the Indians tending to that end. These mines, when developed, will be a source of great wealth to Wilbur.

Among new and important enterprises is the Northern Pacific elevator an immense structure capable of handling a large portion of the grain crop of the section. A \$5000 brick school house of excellent design is another attractive feature of the town. The most important enterprise in the history of Wilbur is the new flour mills. The capital stock of the company is \$20,000, half of which was subscribed by the influential citizens of Wilbur. The capacity of the mills is about 200 barrels of flour per day, and it gives employment to many men. Electric lights and a telephone service are fully under way, besides other important public improvements.

It is generally admitted that Lincoln and Douglas counties are too vast in area and that at the second session of the Washington Legislature it is likely that a new county will be created out of portions of the two. Wilbur has the best advantages for becoming the seat of the new county, and this too will add to the many other reasons for the permanent growth of the town.

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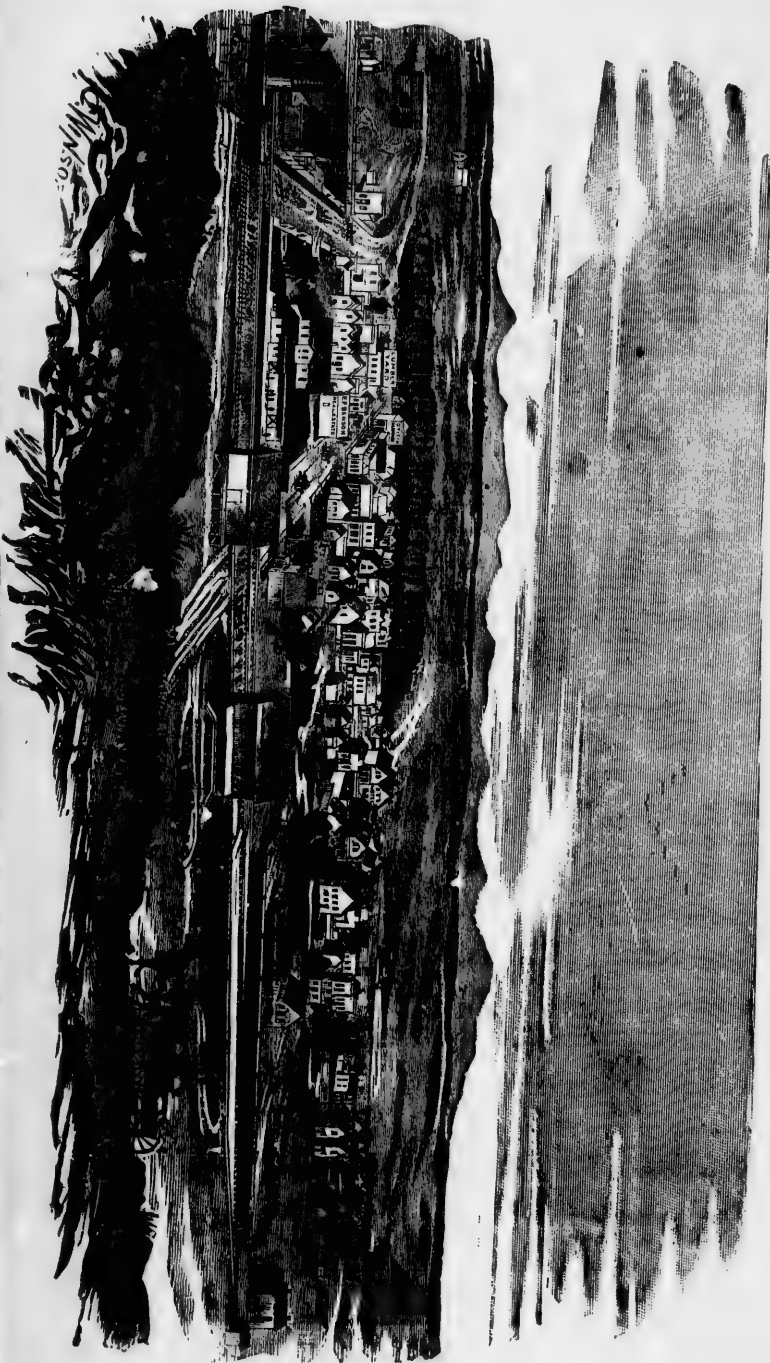
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THE TOWN OF WILBUR.



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DELMONICO HOTEL

PETRIE & COOK, PROPRIETORS, VICTORIA.

Rooms 50c. to \$1.00 per Day. Location Convenient.

COURTEOUS TREATMENT.

Finest Bar and Billiard Room in the City.

WM. McKEON.

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Yates Street, Victoria, B. C.

Wm. McKeon & Son, - - Proprietors.

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Cuisine Beyond Comparison.

The Delmonico Dinners are noted for their cheapness and excellence.

VICTORIA, B. C.

Population, 25,000. Capital of British Columbia. Situate on the Strait of Fuca, at the southern extremity of Vancouver Island. Headquarters Canadian Pacific Navigation Co. and Esquimalt & Nanaimo railway. Terminal port for Union Pacific Ry. Puget Sound steamers and P. C. S. S. Co.'s San Francisco steamship line and P. S. & A. S. S. Co. Has gas, electric light, electric street cars and water works. Dominion and Northern Pacific Express. Puget Sound Telegraph.

Condensed Time Tables—Steamers.

	LEAVE VICTORIA.	ARRIVE VICTORIA.	Time Table on Page
Union Pacific Ry. str. for Port Townsend, Seattle and Tacoma, connecting with Portland train.....	8 00 p m ex Sat....	5 00 p m ex Sunday	95
P. S. & A. S. S. Co. str. for Port Townsend, Seattle and Tacoma, connecting with Portland train.....	8 30 p m ex Sat....	4 15 p m ex Sun....	95
Canadian Pac. Nav. Co.'s str. for Vancouver & Moodyville for New Westminster.....	3 30 a m ex. Mon....	8 10 p m ex. Mon....	100
for Plumper's Pass.....	7 00 a m We Fri....	9 00 p m Mon....	100
Union Pacific Ry. steamer for Portland direct.....	11 00 p m Su....	3 00 p m Th Sat....	100
P. C. S. S. Co.'s strs. for San Francisco.....	7 00 a m We Fri....	8 00 p m Th Sat....	100
Steamers Yaquina and City of Topeka for Alaska.....	Every 12 days.....	Every 12 days.....	100
Northern Route—Princess Louise.....	Every 5 days.....	Every 5 days.....	100
	Feb. 4, 17, Mar. 4....	Feb. 12, 27, Mar. 14....	99
	Feb. 1 and 15.....	Feb. 12 and 27.....	100

Railways.

Esquimalt & Nanaimo R'y, for Esquimalt and Nanaimo	8 00 a m daily.....	12 14 p m daily.....	100
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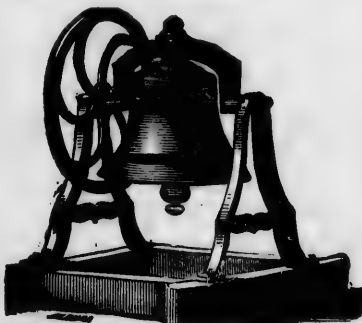
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W. T. GARRATT & CO., Brass and Bell Foundry, Machine and Hydraulic Works, corner Fremont and Natoma streets, San Francisco. Manufacturers of Hooker's Steam, Hand and Power Pumps, Centrifugal Pumps, Garratt's celebrated Logging Lock, Engineers' Supplies of every description.



WEED & KINGWELL, California Brass Works, 125 First Street, opp. Minna, San Francisco, Cal. All kinds of Brass, Composition, Phosphor and White Metal Castings, Church, Steamboat and Fire Alarm Bells, Steam and Water Cocks and Valves, Hydraulic Pipes, Nozzles and Couplings, Brass Ship Work, Spikes, Sheathing Nails, Rudder Brasses, Hinges, etc.

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If you want a good Driving or Working Glove, ask your Merchant for our Brand., **LEAK GLOVE MANUFACTURING CO.**, San Francisco, Cal.

Insurance.

COMMERCIAL INSURANCE CO. OF CALIFORNIA, (Fire and Marine and Inland), John H. Wise, President, Chas. A. Laton, Secretary. Office in San Francisco, 439 California street, Safe Deposit building, between Sansome and Montgomery. **Hewitt & Co.**, local agents, Portland, Oregon.

HOME MUTUAL INSURANCE COMPANY OF CALIFORNIA. Principal Office, 216 Sansome street, San Francisco. Fire Insurance. **J. F. Houghton**, President. **J. L. N. Shepard**, Vice-President. **Chas. R. Story**, Secretary. **R. H. Magill**, General Agent. Premiums since organization, \$3,807,748.25. Losses since organization, \$1,749,831.68. Surplus for Policy Holders, \$673,529.46. Assets, January 1, 1882, \$683,564.76. Reinsurance reserve, \$171,412.75. Capital paid up in U. S. Gold Coin, \$300,000.

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106 Market St., San Francisco.

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FOREIGN STEAMSHIP LINES.

111

Rates of fare and distances from San Francisco.

LOWER CALIFORNIA AND MEXICO.				AUSTRALIA, NEW ZEALAND AND HAWAII.			
PACIFIC COAST S. S. CO.				OCEANIC S. S. CO.			
	Dis. P.M. S.F.	CABIN	STEER AGE		Dis. P.M. S.F.	CABIN	STEER AGE
Cape St. Lucas.....	1100	65 00	30 00	Adelaide.....	3100	230 00	112 50
Ensenada.....	600	20 00	10 00	Auckland.....	6050	200 00	100 00
Guaymas.....	1840	50 00	30 00	Brisbane.....	7650	216 00	107 50
La Paz.....	1600	60 00	37 50	Hobart.....	7600	225 00	115 00
Magdalena Bay.....	1000	50 00	25 00	Honolulu.....	2100	75 00	35 00
Mazatlan.....	1194	65 00	30 00	Levuka (Fiji, via Auckland).....	4708	239 40	119 70
MEXICO AND CENTRAL AMERICA.				Lyttleton.....	6795	226 25	116 90
PACIFIC MAIL S. S. CO.				Melbourne.....	7740	212 50	108 25
Acajutla.....	3485	100 00	50 00	Port Chalmers.....	7000	230 00	118 75
Acapulco.....	1836	85 00	42 50	Rockhampton.....	7500	230 00	117 50
Buenaventura.....	3463	144 00	67 50	Sydney.....	7200	200 00	100 00
Callao.....	4528	281 00	90 50	Wellington.....	6625	220 68	113 16
Carrisal (Bajo and Huasco).....	5538	286 00	109 50	*Round trip tickets 10% reduction.			
Champerico.....	2349	100 00	50 00	CHINA AND JAPAN.			
Coquimbo.....	5577	290 00	109 50	PACIFIC MAIL S. S. CO.—OCEANIC S. S. CO.			
Corinto.....	3711	105 00	52 50	TAL AND ORIENTAL S. S. CO.			
Guayquil.....	3877	105 00	70 50	Calcutta.....	9900	300 00	125 00
Honolulu.....	4835	225 00	100 50	Hio-go.....	6100	216 00	95 00
La Union.....	2627	100 00	50 00	Hongkong.....	6100	200 00	100 00
Manzanillo.....	1685	75 00	37 50	Nagasaki.....	5550	230 00	108 00
Mazatlan.....	1194	65 00	30 00	Penang.....	5250	275 00	125 00
Panama.....	3427	115 00	57 50	Shanghai.....	6000	250 00	115 00
HONOLULU.				Singapore (India).....	7850	230 00	115 00
OCEANIC S. S. CO.				Yokohama.....	4625	200 00	85 00
Honolulu (time, 7 days).....	2100	75 00	25 00	CHINA AND JAPAN.			
(Round trip, \$125, good 8 Months.)				CANADIAN PACIFIC S. S. CO.			
BY SAILING VESSEL.				Through Passenger Tariff from Portland, Oregon,			
Hilo (time, 16 days).....	2334	45 00	25 00				
Honolulu (time, 16 days) Rd. Trp. \$75	2100	40 00	25 00				
Kahului (time, 16 days) Rd. Trp. \$80	2274	45 00	25 00				
SOUTH AMERICA.							
PACIFIC MAIL S. S. CO.							
Pisagua, Meyillones, and Iquique.....	4986	269 00	102 50				
Punta Arenas.....	2973	105 00	52 50				
Salina Cruz.....	2124	90 00	45 00				
San Benito.....	2306	90 00	45 00				
San Blas.....	1519	70 00	35 00				
San Jose de Guatemala.....	2425	100 00	50 00				
San Juan del Sur.....	2817	105 00	52 50				
Valparaiso.....	4752	297 00	110 50				

CHINA AND JAPAN.

CANADIAN PACIFIC S. S. CO.

Through Passenger Tariff from Portland, Oregon,

—TO—	CABIN		STEERAGE	
	First Class Cabin	SERVANTS Euro-Asiatic	Euro-Asiatic	Asiatic
Yokohama.....	185 00	123 33	50 00	85 00
Hio-go via Yokohama.....	195 00	130 00	52 50	91 00
Nagasaki.....	211 00	146 66	56 50	101 00
Shanghai.....	230 00	153 33	61 50	113 00
Hong Kong.....	210 00	140 00	50 00	100 00



Direct Mail Service between San Francisco, Honolulu, Auckland and Sydney, without change.

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(Subject to change.)

RATES OF PASSAGE FROM SAN FRANCISCO.				Steamers to Honolulu.	
				Time, seven days.	
MILES		1ST CLASS	STEERAGE	LEAVE SAN FRANCISCO.	
				1891	
2100	HONOLULU ..	\$ 75 00	\$ 25 00	Mar. 24, April 7 ..	
6050	AUCKLAND ..	200 00	100 00	April 21, May 5 ..	
7200	SYDNEY	200 00	100 00	May 19, June 2 ..	
7740	MELBOURNE ..	212 50	106 25	June 16, June 30 ..	
				July 14, July 28 ..	
				Aug. 11, Aug. 25 ..	

Connecting at Auckland and Sydney with steamers and railroads for all colonial ports.

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Via San Francisco, \$155 (S. P. Co. to San Francisco).

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1891	1891	1891
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CHAS. H. DODD & CO. Fire, First and Pine Sts., Portland, Oregon. Agricultural Implements, Steel and Heavy Hardware. Send for Special Circular.

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S. FROHMAN & CO., successors to L. Schumann, Meerschaum Pipe Factory. Cigars and Tobaccos. Importers of Amber Goods and Smokers' Articles, 335 Kearney Street, between Bush and Pine, San Francisco. Pipes and Amber Mouth-Pieces made and repaired.

Pictures and Artists' Materials.

SANBORN, VAIL & CO., Manufacturers of Mouldings and Frames, Importers of Mirrors, Pictures and Artists' Materials. 857, 859 and 861 Market Street, San Francisco, Cal. 172 First Street, Portland, Or. 36 S. Spring St., Los Angeles, Cal.

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GOODYEAR RUBBER CO., Rubber Belting, Packing and Hose, Rubber Clothing, Boots, Shoes, etc. Rubber Goods for Fancy Goods Trade, and Druggists' Rubber Valves, Gaskets, Wringer Rolls, and all kinds of Mould Work done at our Factory on the premises, 577 and 579 Market st., San Francisco. R. H. PEASE, Jr., S. M. RUNYON, Agents.

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GEORGE H. TAY & CO., Formerly Tay, Brooks & Backus, Manufacturers, Importers and Wholesale Dealers in Stoves, Ranges, Mantels, Tin, Copper and Sheet Iron Ware, General House Furnishing Hardware, etc., Plumbers Supplies. 614, 616 and 618 Battery Street, San Francisco, Cal.

Trunks, Valises, etc.

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MERCHANT'S EXCHANGE WINE Rooms, the finest on the coast, 21 Leidersdorff street, and entrance through the famous Merchant's Exchange building, 431 California street, San Francisco, Cal.

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Wire Rope, etc.

CALIFORNIA WIRE WORKS, Manufacturers of Wire and Wire Rope. Regularly licensed manufacturers of two and four pointed steel barbed fence wire. Manufacturers of brass, copper and iron wire cloth, riddles, sieves, coal and sand screens, wire window screens, brass and steel battery screens, ornamental wire work, wire fence, railings, guards, etc.

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Dr. Pierce's Belt is the only perfect Electric Body Battery. It will positively cure Nervous Diseases, Rheumatism, Lame Back, Impotency, Kidney Complaint, Dyspepsia, Male and Female Weakness. Thousands cured. Electric Suspensory for Men, free with every Belt. Send stamp for Pamphlet No. 2. Address, M. E. Truss Co., 704 Sacramento St., San Francisco, Cal. Caution—Beware of peddlers selling inferior goods.

**GALENA APPLIERS FOR PILES**

And all Rectal Diseases. By means of this New Instrument patients treat themselves AT HOME and obtain continuous internal pressure and support, together with medicinal application directly to the affected parts. Instant relief in all cases. Price (by mail), \$2. Send stamp for Pamphlet No. 2. Address, M. E. Truss Co., 704 Sacramento St., San Francisco, Cal. "Dr. Pierce's Pile Remedy" an excellent medicine to use with the "Applier," can be mailed to any address within the United States. Price of the Remedy, \$1.

NOTE—The above described Belts, Trusses, etc., may also be obtained directly from

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THE HISTORY COMPANY,
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SOUTH BEND.

The Metropolis of Southwestern Washington.

A Safe and Secure Harbor.

A Tributary Country of Incomparable Natural Gifts.

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vegetables, and 10,000,000 are grain-producing prairies and plains. Its genial, unvarying climate and vast extent of rich agricultural land present exceptional advantages to the settler and homeseeker, which are rapidly being taken advantage of. Its wealth of coal and iron is equal to that of Pennsylvania; the area of its forests of unequalled timber is greater than that of Michigan, while its rich mines of gold, silver, lead, copper and other minerals offer the finest field in the whole world for manufacturing enterprises and investment. Thus with an area one and one-half times larger than New York or Pennsylvania, it possesses, at present, barely one-twelfth the population of either of these



The rapid progress of the great state of Washington during the last half decade has been the marvel of Western civilization. Capital and population has rolled in from all parts of the globe. The primitive prairie or forests of yesterday have been the yielding farms of to-day; pioneer settlements and towns have become cities; a population of 75,000 in 1880 has become 350,000 of this year of 1891. The hope then is not illusive that inspires us to look forward in 1900 to a population of one million for the State of Washington.

The state has an area of 70,000 square miles; 20,000,000 acres are timber lands; fully 5,000,000 are rich alluvial bottoms, producing hops, hay and all kinds of fruit and

states, and less than one-fourth that of Michigan. A great movement has recently been felt in the southwestern part of the state, due to the fact that the able and progressive management of the Northern Pacific railroad, recognizing the merits of this section, has now under construction several branch lines, the most important of which is that known as the Yakima & Pacific Coast Division, having its initial point at the city of North Yakima, and its terminus at South Bend on Willapa harbor.

PACIFIC COUNTY.

Pacific county, in which South Bend is located, occupies the southwestern extreme of the state. Its present population, which is

GREAT RAILROAD TERMINUS.

daily increases covers 550 rich alluvial valleys and the rest of the portion of the magnificent hemlock, in and, when cultural and soil is a rich with general ful crops of vegetables. the year ar torage, mak ing among the county u all sides ar houses; large chards and g plums, prun kind; fields herds of fin happy comm railroad cons immigration, is still a larg and Northern settlement an

SOUTH BEND TO THE FRONT

Bowen Bros. & Co.

Property in the heart of

SOUTH BEND

Prices and terms by which the investor will surely

Realize a Splendid Return.

Correspondence Promptly Answered.

MAGNIFICENT SURROUNDING COUNTRY.

GREAT RAILROAD TERMINUS.

A SAFE HARBOR.

daily increasing, is about 6,000. Its area covers 550 square miles, or 352,000 acres of rich alluvial bottoms, fertile and picturesque valleys and rolling uplands. In common with the rest of Western Washington, the greater portion of the county is heavily timbered with magnificent forests of fir, spruce, cedar and hemlock, in themselves vast mines of wealth, and, when cleared, making the finest agricultural and fruit farms in the world. The soil is a rich black loam of surprising depth, with generally a clay sub-soil, yielding bountiful crops of cereals, hops, grasses, fruits and vegetables. The rich bottoms are green all the year around, and afford excellent pasturage, making dairy farming and stock raising among the most profitable industries in the county up the valley of the Willapa. On all sides are neat and commodious farm houses; large, substantial out-houses; orchards and gardens laden with apples, pears, plums, prunes and luscious berries of every kind; fields of hops, hay, oats and wheat; herds of fine stock, and a prosperous and happy community. The commencement of railroad construction has started a stream of immigration, which is daily increasing. There is still a large quantity of government, school and Northern Pacific railroad land open to settlement and purchase.

The fishing industry of the county has been one of the most important. The oysters and clams of Shoalwater bay have a world-wide reputation, being superior to any found elsewhere on the Pacific coast. They yield a large and increasing revenue and furnish employment to large numbers. The extreme western portion of the county is a narrow peninsula, bounded by Shoalwater bay on one side and the Pacific ocean on the other. The beach of this peninsula furnishes excellent surf bathing.

The climate is mild and agreeable, extremes being unknown. The average temperature is 63° in summer and 42° in winter. The annual rainfall is about 40 inches.

The most important river in the county is the Willapa, a tidal river which flows into the ocean from the eastward, forming Willapa harbor at its mouth, and having ample depth of water for the requirements of a large commerce. Near the mouth of this river, 18 miles from the ocean, on a graceful curve from which it takes its name, stands the city of South Bend, the Pacific Ocean terminus of the Northern Pacific railroad.

SOUTH BEND.

Reference to a map of the State of Washington will show at a glance the strategic value of South Bend as a commercial seaport. Due

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east and southeast lie the great producing districts of Washington and northeastern Oregon. Still further east are the new states of Montana and Idaho, with their varied resources, all seeking the most economical outlet to tide-water. With its exceptional shipping facilities, and the directness of its railroad communication with the interior, South Bend occupies such an advantageous position that it cannot fail to become one of the most important seaports, if not the most important, on the North Pacific coast.

ADVANTAGES AS A SEAPORT.

It is a matter of surprise, considering the commercial value of harbors, that the advantages of Willapa harbor have been overlooked until quite recently. For years lumber-laden vessels sailed in and out of the harbor without either tugs or pilots. Being a tidal river, vessels find no difficulty in sailing in or out. Situated as it is at the head of deep-water navigation on Willapa river, and within 18 miles of the Pacific, South Bend enjoys on this account alone a supremacy over all other seaports in Oregon and Washington. Its proximity to the ocean effects a saving of from \$750 to \$1000 in towage and pilotage expenses for each sailing vessel, as compared with Puget Sound ports and Portland, Oregon; Or, in the case of steamers, an equivalent saving of time, fuel and risk. No lighterage can ever be required here. The port is accessible at all times by two navigable channels, which have a depth of at least 24 feet at low water of the lowest tides, with an average rise of 8 feet at high water. The depth is maintained to the wharves abreast of the town, where the river is 1700 feet in width, and where a depth of from 30 to 60 feet is found. The harbor is entirely land-locked and the anchorage excellent, thus affording perfect shelter at all times.

South Bend possesses a wharfage line several miles in extent, with a sufficient depth of water to float the largest ocean vessels. The upper portion of the river from South Bend to Willapa City, a distance of 8 miles, is navigable by moderate-sized steamers.

PACIFIC COAST TERMINUS.

The Northern Pacific railroad, is now building its Yakima and Pacific Coast Division, from South Bend to North Yakima via Chehalis. That portion of the road from South Bend to Chehalis, connecting at the latter point with the line from Tacoma to Portland, is already graded into South Bend. Surveying parties are now engaged on that portion of the line from Chehalis to North Yakima, on which it is intended to commence construction next year. When completed this will be one of the most important lines of the entire Northern Pacific system. It will

bring San Francisco 250 miles nearer to all points east of the Cascade mountains than by the present route via Puget Sound. It will open direct communication with the producing regions of Washington, Idaho, Montana and Oregon. It will furnish the most economical outlet to the markets of the world for the lumber, coal, wheat and other products of these states. This will necessitate the establishment of large docks, wharves, coal bunkers, wheat elevators and other facilities required in trans-shipment from land to ocean.

INDUSTRIAL DEVELOPMENT.

The growth and progress of South Bend during the past few months has been remarkable; upwards of \$300,000 worth of improvements and buildings have been completed during the past four months and as many more are awaiting the material for construction. The mills have been obliged to limit their export trade to supply the local demand for lumber. There are now two large saw mills with a capacity of 150,000 feet per day; and one well-equipped sash and door factory. A brick yard is in operation a short distance up the river, and has just turned out its first kiln of brick superior to any other manufactured on this coast. Clay exists in abundance and another large brick yard is about to be located here. Arrangements are being made for the establishment at this point of what will be the largest saw mill in Washington or Oregon. There is a boat-building industry on a small scale, which is taxed to its utmost capacity. A company has recently been incorporated with a capital of \$100,000; its objects are to pack and can all kinds of fruit, fish, oysters, clams and other shell fish; and it will undoubtedly be a profitable industry and an important factor in developing the resources of the country. In addition to the schools already existing, plans have been made for the erection of two \$8,000 structures which will be built at once. Churches are well represented, a new one having been recently completed. Several more will be built in the spring. Work is in progress upon a \$75,000 hotel, "The Willapa," a cut of which will be found on next page; it is located upon a most picturesque and commanding site overlooking the entire city and harbor.

South Bend has two banks, each with a capital stock of \$50,000, and one newspaper. There is at present within the town limits one church, but five more have been contracted for, and will be erected in the spring. A club after the style of the Fairhaven is now being organized under splendid auspices. There is at present nearly one hundred buildings under construction and though the mills turn out from 100,000 to 150,000 feet of lumber daily, it is scarcely sufficient to meet the local de-

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mands for ordinary current work. A large amount of money has been expended on grading and improving the streets of South Bend, but plans have been laid out for expending a quarter of a million dollars on street improvements. A project is on foot to establish a daily newspaper, a loan and trust company and a building association upon a new plan.

The population of the city is growing so rapidly that it is difficult to give it correctly. Three months ago it was a thousand, now it is 1,500 and being added to every day.

South Bend has an active Chamber of Commerce and a Real Estate Exchange, both of which institutions are devoted to the welfare of the town.

A writer well known throughout the Pacific Northwest says of South Bend: It is needless

and before the apples bloom again a mile thereof will be in practical operation. The Electric Light Company will have all the principal streets and business houses supplied with the most approved appliance for lighting them by May 1. Central avenue, thickly lined for three blocks with business houses has also been planked and sidewalked, all streets on the "Nob Hill" portion of the Mill Company's addition have been cleared and being graded, all the tide lands below the present town site have been permanently dyked and platted. The splendid saw mills with a capacity of over a hundred thousand feet a day, supply not only the home demand for their productions, but over 8,000,000 feet was last year sent by schooners to the San Francisco market.



even though the space for this article was unlimited to enumerate the successive steps that were taken by the projectors of South Bend, or those that came after them, to secure the little less than marvelous results accomplished since the building of her walls, but sufficient to say, that since that time over 2500 feet of enduring wharves have been constructed along the little city's splendid water front. Water street, as it now lies running parallel to the winding river and with its connecting Broadway street, in the first addition on the east has been graded, planked and sidewalked, for a distance of over a mile, at a cost closely approaching a hundred thousand dollars. Every street in the town has had, or is having work done on it, either grading or clearing or both, a street railroad franchise has been granted,

One year ago there was but the most primitive methods of inter-communication and transportation, now there is a fortnightly San Francisco steamer and a weekly steamer line between here, Astoria and Portland, five daily steamers supply the daily needs for service on the harbor and bay. Travelers for Columbia river points or Sound cities, can reach Tacoma, Seattle or Portland the next day after leaving here. The Northern Pacific railroad is building from Chehalis, a distance of 60 miles, as fast as men and money can do so, and not later than Sept. 1 will the whistles of their engines awake the echoes among the everlasting hills that gird the lovely town. Besides the four hostleries that now supply to a reasonable degree all present needs, a magnificent hotel, "The Willapa," to cost \$75,000 is

fast approaching completion. The population a year ago was about one hundred souls, now the most conservative estimate rates us as a town containing at least 1800 people, with a steady increase of about 50 per week. And a more enterprising, stirring or zealous as well as true believers in their town will nowhere be found. The numerous business houses are substantial and betoken solidity and permanence, while our homes are noted for their modern architectural designing and interior beauty of adornment indicating not only the prevalent good taste of their occupants but evidencing the free-handed hospitality everywhere predominant. A year ago there were no roads connecting this place with the surrounding country. Now, thanks to the perseverance of the people and the liberality of the county commissioners, good roads are in progress of construction in every direction, opening up vast tracts of timber and agricultural lands that will be tributary and a source of continued profit to the merchants and business men of South Bend. In addition to the various mercantile establishments which embrace all branches of trade and commercial enterprise, commensurate with the present needs of the people. There are two banks, The First National Bank and the Pacific County Bank with ample capital, while a third one, the Willapa Harbor Bank, is in progress of organization. Two bright newspapers, the South Bend *Journal* and the South Bend *Herald*, a vitrified brick and tile works, two steam laundries, furniture establishments, restaurants, warehouses, drug stores and saloons without end; in fact, South Bend is a well equipped, substantial business place with a satisfactory past and a glorious future.

It will probably surprise many eastern men to learn that whole train loads of lumber have been sold from Washington mills and carried to Iowa, Colorado, Utah and Nebraska. The location and timber supply offer special inducements to ship and boat builders, and a movement is now on foot to establish at South Bend an extensive ship building yard. The extensive roadstead to the sea is shut in by the hills from wind storms, and the flat lands bordering the deep channel furnish natural facilities for handling the vessel. The supply of salmon and clams invite the increase of canning industries. The bay literally teems with genuine sardines, the canning and marketing of which would be a very simple and lucrative industry.

In all lines of mercantile business there are good openings for enterprising men. With the completion of the railroad there will be a large influx of population and merchants will do a thriving business.

For agriculturists the country possesses great advantages. The grass on the lowlands is always green, affording excellent pasture. Timothy thrives well here, and will easily produce three tons the acre and never needs re-sowing. There are exceptional opportunities close to the city for raising fruit and for market gardens. The farmer of this section owning a ten-acre farm is assured of a better income than if he owned one hundred and sixty acres in a prairie country.

The geographical position, natural advantages, tributary resources and railroad connections of South Bend are such that it can fall to become one of the large cities of the Pacific Slope. It presents opportunities alike to the capitalist and the workingman, the manufacturer and the mechanic, the business man and the home seeker, and to parties seeking a field for profitable investment.

A paper mill manufacturing from wood pulp would be able to do well.

THE FUTURE MADE SECURE.

Not content with simply connecting South Bend with its existing system of lines, the Northern Pacific, grasping the advantages of the situation, have planned to build the line from South Bend to North Yakima, and it will be known as the Yakima & Pacific Coast division. A glance at the map will show the strategic value of this line. Starting from North Yakima it will follow the Natches river and its tributaries to their headwaters, thence crossing the Cascade Range by one of the known passes at the headwaters of the Cowlitz, it will follow the valley of that river to the town of Chehalis, where it crosses the Pacific division of the Northern Pacific, and thence by the valleys of the Chehalis and Willapa river to South Bend. For its entire distance the line traverses fine agricultural valleys, magnificent forests of fir, spruce and cedar, and for its whole length it runs through the heart of the Northern Pacific railroad land grant. It taps the extensive coal fields of the Cowlitz and Nisqually and opens a new and more direct route to the seaboard for the wheat of Eastern Washington. The building of this line will prove to be one of the wisest moves ever made by the Northern Pacific railroad, the local traffic alone will yield a fair return on the investment and it will afford much needed relief to the already overcrowded route by way of the Stampede Pass to Tacoma. The development of the state of Washington demanded its construction and the enhanced value given to the railroad company's lands will more than repay the cost to them.

Deeds, Mort
COUNTY.
Beaver Head
Cascade
Choteau
Custer
Dawson
Deer Lodge

Deeds, Mort
COUNTY.
Alturas
Kootenai

Deeds, Mort
County Seat.
COUNTY.
Adams
Asotin
Chehalis
Challam
Clark
Columbia
Cowlitz
Douglas
Franklin
Garfield
Island

Deeds, Mort
COUNTY.
Baker
Benton
Clackamas
Clatsop
Columbia
Cove
Crook
Curry



DRINK JESSE MOORE WHISKEY.

LEWIS & DRYDEN'S RAILWAY GUIDE.

119

Counties and County Seats.

Montana.

Deeds, Mortgages, Chattel Mortgages, Judgments, Mechanics' and other Liens are recorded at the County Seat.

COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.
Beaver Head.....	Dillon	Fergus.....	Lewiston	White Sulphur	
Cascade.....	Great Falls	Gallatin.....	Bozeman	Meagher.....	Spring
Choteau.....	Fort Benton	Jefferson.....	Boulder	Missoula.....	Missoula
Custer.....	Miles City	Lewis and Clarke.....	Helena	Park.....	Livingston
Dawson.....	Glendive	Madison.....	Virginia City	Silver Bow.....	Butte City
Deer Lodge.....	Deer Lodge			Yellowstone.....	Billings

Idaho Territory.

Deeds, Mortgages, Chattel Mortgages, Judgments, Mechanics' and other Liens are recorded at the County Seat.

COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.
Alturas.....	Rocky Bar	Lemhi.....	Salmon City	Oneida.....	Malad City
Kootenai.....	Rathdrum	Nex Perce.....	Lewiston	Shoshone.....	Pierce City

Washington.

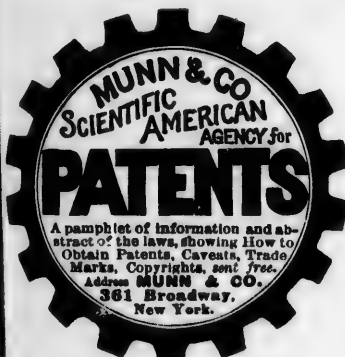
Deeds, Mortgages, Chattel Mortgages, Mechanics' and other Liens are recorded in County Auditor's office, at County Seat. All Judgments are of record in office of Clerk of Court where Judgment was given.

COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.
Adams.....	Ritzville	Jefferson.....	Port Townsend	Skagit.....	Mt. Vernon
Asotin.....	Asotin	King.....	Seattle	Skamania.....	Cascades
Chehalis.....	Montesano	Kitasop.....	Port Madison	Spokane.....	Spokane
Challam.....	New Dungeness	Kititas.....	Ellensburg	Spokane Falls	Spokane Falls
Clark.....	Vancouver	Klikitas.....	Goldendale	Stevens.....	Fort Colville
Columbia.....	Dayton	Lewis.....	Chehalis	Thurston.....	Olympia
Cowlitz.....	Kalama	Lincoln.....	Sprague	Wahkiakum.....	Cashlamet
Douglas.....	Okanagon	Mason.....	Oakland	Walla Walla.....	Walla Walla
Franklin.....	Paseo Junction	Pacific.....	Oysterville	Whitcom.....	Whitcom
Garfield.....	P. meroy	Pierce.....	Tacoma	Whitman.....	Colfax
Island.....	Coupeville	San Juan.....	Friday Harbor	Yakima.....	North Yakima

Oregon.

Deeds, Mortgages, Chattel Mortgages, Judgments, Mechanics' and other Liens are recorded at the County Seat.

COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.	COUNTY.	COUNTY SEAT.
Baker.....	Baker City	Douglas.....	Roseburg	Multnomah.....	Portland
Benton.....	Oregon City	Grant.....	Canyon City	Polk.....	Dalles
Clackamas.....	Oregon City	Jackson.....	Jacksonville	Tillamook.....	Tillamook
Clatsop.....	Astoria	Josephine.....	Kerby	Umatilla.....	Pendleton
Columbia.....	St. Helen	Klamath.....	Linkville	Union.....	Union
Cook.....	Empire City	Lake.....	Lakeview	Wasco.....	The Dalles
Crook.....	Prineville	Lane.....	Eugene City	Washington.....	Hillsborough
Curry.....	Ellensburg	Linn.....	Albany	Yamhill.....	LaFayette
		Marion.....	Salem		



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R. S. MOORE, Superintendent.

L. R. MEAD, Secretary.

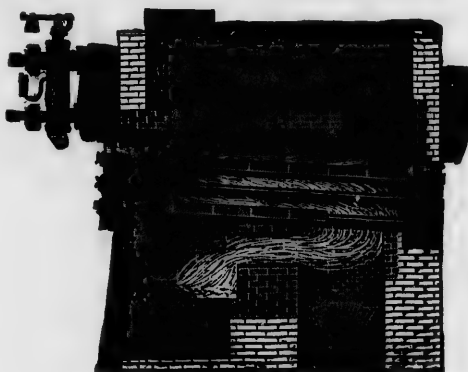
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And facility of inspection and repairs.

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Pacific Railroad
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DRINK JESSE MOORE WHISKEY.

Summer Saunterings in the Pacific Northwest.

There are few localities on the American continent or in Europe that can rival the Pacific Northwest in enchanting scenery. "In the grandeur of its shores, the Columbia ranks first of American rivers. Its current is as impetuous as that of the Mississippi; its mountain walls and palisades are far loftier than those of the Hudson; cataracts, like those of the Yosemite Valley, dash over its basaltic cliffs. At The Dalles it buries itself in a profound crevice, whose depth has never been fathomed, showing of its surface only as much as can be compassed by a stone's throw: at Astoria it becomes a broad tidal estuary, whose farther shores lie in dim distance; at the Cascades it is a foaming, headlong torrent; at the mouth of the Willamette it is a placid lake, encircling many green islands. The Willamette has an emerald-green current, and flows between gentle slopes, through farms and woodland, past orchards and pretty villages; a placid and idyllic stream, save where it leaps down forty feet in one leap at its falls, and makes a small Niagara of white foam and rainbow-tinted spray. Indeed, to briefly catalogue half the special scenic features would demand a great deal more space than this chapter affords. Enough to say the Pacific Northwest has all the grandeur and loveliness in landscapes that mountains, rivers, valleys, waterfalls, lakes, and ocean can give, and that tourists will find within its bounds a combination of Switzerland and Maine, of Italy and Norway."

From the deck of the palatial steamers plying the waters of the Willamette and Columbia can be seen the lofty peak of Mt. Hood, like a magnified Egyptian pyramid, sheathed in snow, and set upon an immense green wall. It is the most beautiful mountain of the whole Pacific Coast, if symmetry of form be regarded as the first element in beauty, and in height and massiveness it is surpassed only by Mt. Rainier. The great sugar loaf of Mt. St. Helens, on the Washington side of the Columbia, and the rugged peak of Mt. Adams show the continuation of the Cascades northward. All three of these glittering peaks, as well as the summit of Rainier far in the north, and of Jefferson on the southern horizon, can be seen in clear weather.

The city of PORTLAND, the commercial metropolis of the Northwest, and the diverging point of travel in all directions, will be taken as a rendezvous for the various summer tours. Portland is a city of 70,000 people, actively engaged in commerce, and known the world over as the richest city of its size on the American continent. Here, the tourist will invariably spend a week or more preparing for his summer jaunt and examining its many interesting local features. The hotel accommodations are excellent and reasonable in charges. As a basis for hotel charges, estimate first-class accommodations at an average of \$3.00 per day; fair at \$2.50, and good at \$2.00.

TOUR I—Portland to Tacoma, Olympia, Seattle, Port Townsend and Victoria.

Trains on the Pacific Division of the Northern Pacific Railroad, leave Portland semi-daily, making close connections at Tacoma for all points on the

Sound. The road follows the shore of the Willamette and Columbia for 50 miles to Hunter, where the train glides aboard the huge transfer boat "Tacoma," and is carried across the broad bosom of the Columbia and landed at Kalama. Thence we take our course for many miles along the eastern bank of the Cowlitz river. The scenery is peaceful and beautiful, and the many fine farms evidence the fertility of this region. The Cowlitz is navigable for a long distance, and steamers leave Portland tri-weekly for points on the river. Crossing this sparkling stream, we plunge into the deep woods, and the scenery becomes more grand and imposing. A fine view of Mt. Adams, away to the eastward, on the further side of the Cascade range, is to be obtained at several points.

Reaching Tenino, we connect with the Olympia & Chehalis Valley railroad, which will carry us direct to Olympia, the Capital, if desirous of visiting that point first, but the better way is to continue to Tacoma, making it your headquarters for several interesting side trips, principal among them being by steamer to Stellacoom and Olympia. After leaving Tenino, and at Yelm Prairie, fourteen miles beyond, there is a revelation of unsurpassed grandeur in the view of Mt. Rainier, the loftiest of all the snow mountains. As the train rushes onward, occasional breaks in the forest reveal this magnificent snow-clad peak. It is about forty miles distant, although it is so distinct that it appears much nearer.

Built upon a broad promontory jutting into the sea, Tacoma is a city of rare beauty, with evidence of prosperity and great commercial activity. The first question is good hotel accommodations, which may be found at the commodious Hotel Tacoma. Here the most exacting will find their wishes gratified. Tacoma presents many attractions to the pleasure seeker. Fishing, boating and hunting may be indulged in to the heart's content, while side trips can be made to Stellacoom and Olympia.

Leaving Tacoma, the steamer takes us down the Sound to Seattle, a city of great commercial and business importance, magnificently situated on Elliott Bay, a land-locked harbor affording shelter to ships of all nations. The scenery is something unsurpassed—the great inland sea of Puget Sound being set in an *entourage* of rocky headland and wooded mountains that set off its placid beauty in a way to delight the eye of an artist, while the Olympic range on the west and the Cascades on the east, complete the outlines of a picture which is among the most beautiful earth can show.

The city sits on a crest of the Sound like a queen on her throne, reminding the traveler of Naples as she rises out of her lovely bay. Mr. H. G. Armour, of the great firm of Armour & Co. of Chicago, Kansas City and New York, expressed himself as greatly pleased with the town, and predicted that within ten years the water frontage from Smith's Cove to the head of the bay, five miles, would be all occupied by wharves and warehouses. Besides the many interesting local features of the city, trips may be made to the great lumber mills at Port Blakely and Port Madison, and to the coal fields near Seattle.

From Seattle down the Sound to Port Townsend is a trip which must be taken to be appreciated. The pen cannot do justice to it. "Here, on the placid bosom of this inland sea, the pleasure-seeker can enjoy all the delights and exhilarating influence of ocean travel without its inconveniences. No sea-sickness, no proneness to reflect on 'to be or not to be,' but, amid the bracing breezes, the steady, easy glide of the commodious steamer over pleasant waters, takes him through scenes as fair as the poet's brightest dreams."

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Carry a complete line of

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DRINK JESSE MOORE WHISKEY.

SUMMER SAUNTERINGS.

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At Port Townsend, port of entry for the Sound, a few days can be very pleasantly spent. The hotels are good, the air invigorating, and the climate exceedingly healthful. Port Townsend has good schools and many thriving industries. Black bass, herring and many other varieties of salt water fish may be caught from the wharf, while the streams are filled with trout. At the head of the bay is a large military post, contributing much to the prosperity of the city. A large foundry and machine shop is in operation, gas works are under construction, and a large iron smelting furnace is in active operation at Irondale, a village close by. Two miles from Port Townsend are the celebrated Chimumac dairy farms, turning out a large product of butter and cheese.

Resuming our journey, Victoria, across the straits of Fuca, gradually looms above the horizon. Find a prettier little city than Victoria if you can. In a situation to command a practically unlimited range of vision toward three points of the compass, in a vigorous, healthful atmosphere, with well laid streets, substantial public buildings and private residences. Fine boulevards diverge in all directions from the city, while the suburbs abound in beautiful grounds and charming prospects.

Of the hotels, the **Oriental** and **Delmonico**, are among the best. They have both recently been enlarged and handsomely fitted and furnished.

TOUR II—Portland to the Cascades, the Dalles and Walla Walla.

This trip will enable the sight-seer to visit these famous localities and enjoy to the fullest extent the matchless scenery of the Columbia river. Leaving Portland by water we are carried swiftly to the junction of the Willamette and the Columbia, where on the left we pass Vancouver barracks, "Headquarters, Department of the Columbia," and come forth in plain view of Mount Hood, whose snow-clad summit and shadowy slopes, forty miles distant yet clearly defined against the horizon, has well tempted the pencil of every artist that has gazed upon it. Far to the north, if the day is favorable, we can see Mount St. Helen and Rainier.

The impenetrable barriers of the Cascades soon approaching, merge gradually into a narrow, winding channel, and after we have passed "Rooster Rock" and "Cape Horn," we are in the vicinity of Multnomah Falls, combining, above and below, a descent of one thousand feet, whose simple but powerful grandeur must pale the beauty of the falls of the Yellowstone or Minnehaha. Castle Rock is the next point of interest—rising abruptly to a height of one thousand five hundred feet. The scenery above and below the Cascades is particularly fine. Taking the portage train we are soon hurried around the foaming Cascades to a steamer above the rapids, in waiting to carry us to The Dalles through the grandest of river and mountain scenery. A day or two spent at The Dalles will well repay the tourist, but if desirous of making a quick trip he can take the morning train, arriving at Walla Walla the same night. It will depend entirely upon how thoroughly the tourist desires to explore the eastern portions of Oregon and Washington, which might be continued for weeks to the thorough enjoyment of the pleasure seeker, but the direct trip can be made in a few days at a cost not exceeding \$30. The magnificent scenery of the Columbia, however, can be encompassed in a round trip to the Dalles at a cost, including hotel accommodations, not exceeding \$12.

TOUR III—Portland to Astoria and the Seaside.

The trip down the Columbia is not so grand as the one to the Cascades, still it presents many interesting features. Steamers leave Portland daily and in clear weather we have a magnificent view of Mounts St. Helens, Rainier, Adams, Hood and Jefferson, their peaks golden-crested with the rising sun.

Below Kalama we come upon the harvest field of the salmon fishermen, whose nets extend for miles and miles along the Columbia, even to the breaker of the grand old Pacific. On either shore of the Columbia, canneries and saw mills are busy garnering the products of the country, these, with the huge cliffs and mighty forests, making a scene of great interest.

As we approach the sea the river becomes a broad tidal inlet, and on the left shore, nestling under the hills, is the thriving city of Astoria. The great salmon canneries at Astoria will prove most interesting places to visit, and the visitor will be initiated into the modus operandi of preserving this luscious fish.

If bound for the ocean shore, take Ilwaco Railway & Navigation Co's boats for Ilwaco, Oysterville, and various beach camps, leaving Astoria, daily except Sunday. The ocean beach is always attractive, and its pleasures may be supplemented by a visit to old Fort Canby. Sea View, the summer resort of the Pacific Northwest, has undergone a thorough overhauling. Stout's Hotel is still the popular hostelry that it has always been. A railroad is now in operation from Ilwaco to this hotel. Still farther on is the great light-house of Cape Disappointment, of which the glass alone cost the Government not less than ten thousand dollars, and from this point the view is grandly extensive. It commands the entire estuary and takes in the celebrated Columbia River Bar, which has been so thoroughly and exhaustively discussed by the savants of the age and locality. A most interesting picture is obtained by gazing into the lens of this great telescope, which reflects the view within its range, making a living picture, with all the vivid colors of nature, the moving boats and steamers, and the ceaseless dash of the great breakers as they spend their force against the rocks or tumble headlong up the smooth sandy beach.

TOUR IV—Portland to Oregon City, Salem, Albany, Ashland and San Francisco.

Trains of the Southern Pacific Railroad Co. leave Portland daily. The first interesting point we reach is Oregon City, situated at the beautiful falls of the Willamette, which furnish abundant water power for a large woolen mill and other factories. The falls are very interesting, as they plunge over the rocky wall, making a clear jump of forty feet. Steamers pass the falls through the locks. A United States land office is located here, and the town is of much commercial importance.

Before long we reach Salem, the Capital of the State of Oregon, situated on the banks of the Willamette river. Its importance is maintained by its advantage as the seat of government and the agricultural country tributary to it. There are large flouring mills here, run by excellent water power brought from the Santiam river, also many other factories. The Penitentiary and Insane Asylum are located near the city. The Willamette University, one of the finest colleges in Oregon, gives Salem its reputation as an educational center.

BY WAY OF MINNEAPOLIS ST. PAUL!

AND OVER



C. ST. P. M. & O. RY.

Is the **BEST** Route
in Every Respect

To CHICAGO

AND ALL POINTS EAST AND SOUTH.

Direct Connections in UNION DEPOTS in either Minneapolis, St. Paul or Duluth with OVERLAND TRAINS.



VESTIBULED

TRAINS,

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Don't Forget "THE NORTH-WESTERN LINE."

F. W. TEASDALE,

Genl. Passenger Agent, St. Paul.

PORTLAND OFFICE,

No. 4 Washington St.

W. H. MEAD,

Genl. Agent, Portland, Or.

Skirting the narrow valley, the beautiful scenery, the county, several large rivers.

Our new county seat point in the city of the William University fully laid out. The hills, the separate the Three Star from the town Drain, with trade, from Scottsburg eight miles long time situated on Douglas with good the southern dale and the river over the State. Tourists and sports a dozen from Rogue river and the team with places whereon two to ten clear, cold the river on the tains, at Soda Springs the Sacramento headquarters and the best our course Red Bluff,ramento to the river, where are the lead change, the are good see

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DRINK JESSE MOORE WHISKEY.

SUMMER SAUNTERINGS.

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Skirting the hills beyond Salem and through the narrow valley of Mill Creek, we emerge on to the beautiful Santiam Prairie and arrive at Albany, the principal point and country seat of Linn county, situated on the Willamette river. Several large flouring mills are in active operation here.

Our next point of importance is Eugene, the county seat of Lane county; the most important point in the upper valley, situated on the banks of the Willamette, close to the hills. The State University is located here, and the town is beautifully laid out in the midst of an enchanting landscape. Beyond Eugene the road winds through the hills, crossing the Calapooia mountains, which separate the Willamette and Umpqua valleys. The Three Sisters of the Cascade range are in sight from the train as we speed along. On arriving at Drain, we find it to be a place of considerable trade. From here a tri-weekly stage runs via Scottsburg and Gardiner City to Coon Bay. Thirty-eight miles farther carries us to Roseburg, for a long time the terminus of the O. & C. R. R.; situated on the Umpqua river; county seat of Douglas county and a very lively place with good prospects. Leaving Roseburg, on the southern extension, we pass through Glendale and Grant's Pass, following the South Umpqua river to Ashland, and, after a delightful ride over the Siskiyou mountains, we reach Cole's. Tourists and pleasure seekers will find abundant opportunities to spend their leisure hours, and sportsmen can take their choice from half a dozen first class hunting and fishing grounds. Rogue river, numerous streams in Shasta valley, and the upper Sacramento and McCloud rivers teem with the finest trout, while there are a dozen places where deer and bear abound within from two to ten miles of the route. The finest kind of clear, cold soda springs are found at or near Barron's on the northern side of the Siskiyou Mountains, at Byron Cole's on the southern side, at Soda Springs, and at Bailey's, the latter two on the Sacramento river. Strawberry Valley is the headquarters for all who wish to do Mt. Shasta and the beautiful McCloud river. From Cole's our course is through the Sacramento valley, via Red Bluff, Tehama, Chico, Marysville, and Sacramento to San Francisco, the metropolis of California, and the largest city west of the Mississippi river, where the Occidental and the Baldwin are the leading hotels, while the American Exchange, the Brooklyn and the New Wisconsin are good second-class houses.

TOUR V—Portland to Albany, Corvallis, Yaquina Bay and San Francisco.

During the last five years a fresh outlet has been opened for Oregon Commerce—that of Yaquina Bay. This is a seaport on the coast of Oregon, about 100 miles south of the Columbia river bar. It is connected with the interior of Oregon by the Oregon Pacific railroad, of which the first section between Yaquina and Corvallis was opened for traffic in the year 1885, and the extension to Albany on the Willamette river, on the first of January, 1887. Easy connection is thus made with the Southern Pacific Railroad, West Side Division at Corvallis, and the East Side Division of the same railroad at Albany. Handsome and convenient steamboats also ply regularly on the Willamette river between Harrisburg on the South, and the crossing of the Narrow Gauge systems at Ray's and Fulquarts Landings on the North: thus affording connection with Harrisburg, Corvallis, Albany, Buena Vista, Independence, Salem, Lincoln, Butteville and Ray's Landing. The Oregon Pacific railroad crosses the Willamette river at Albany by a very fine Howe Truss bridge, of which the center

or revolving span is 260 feet in length. The road for a distance of fully twenty miles westward from Albany passes through the fertile and highly-cultivated lands of the Willamette valley. Soon after leaving the little town of Philomath (where, by the by, is a college under the control of the United Brethren) the road enters the valley of the Mary river; it follows that valley for a distance of about twenty-five miles westward towards its source in the heart of the Coast Range of mountains. The scenery by the river is exceedingly striking, rock and river, fir trees, vegetation, in masses of all kinds being grouped in constant succession of beauty. Immediately after crossing the summit of the Coast Range, at a height of about 750 feet above the sea level, the railroad reaches the valley of the Yaquina river on the west by a series of curves and grades, making up together a double horseshoe, passing through two tunnels and over lofty trestles, altogether constituting about five miles of as difficult railroad work as can be found on the Pacific Coast. When the lower level of the Yaquina valley is reached the railroad follows the winding of the river down to the ocean. At its first crossing at the foot of the big grade, this river is a clear mountain torrent, running between wooded banks and over rocks from one pool to another. After emerging from tunnel No. 3, tide water is met, and for the twenty miles westward from there the river widens out into a noble estuary; reach after reach is passed, each one wider and more open than the last. The railroad lands the passenger on the docks at Yaquina City, whence he can reach San Francisco in from 35 to 40 hours, by one of the fine steamships of the Oregon Development Company. There are two of such ships, the Willamette Valley and the Santa Maria; each one accommodating about 80 first-class passengers, and taking from 1000 to 1500 tons of freight.

Yaquina Bay is a beautiful sheet of water, varying from three-fourths of a mile to three miles in width and is rapidly becoming the most fashionable seaside resort for Oregon. There are two good hotels at Newport, the little watering place just inside the heads; and one at Yaquina City, in close proximity to the docks and railroad terminus. No tourist to Oregon from the East should miss this easy and picturesque journey, landing him on the shores of the vast Pacific, where its surges beat ceaselessly, and unobstructed by shoals and rocks, on the smooth sandy beach. Three miles north of North Head at Yaquina stands the grand rocks and massive headland of Cape Foulweather; south for nine miles along the level sands takes the visitor to Seal Rocks, another pleasant excursion. The bay is full of fish, and all summer long is dotted with the white sails of yachts and boats.

The Oregon Pacific railroad is being rapidly extended eastward from Albany, and is expected in two years time to reach the eastern boundary of Oregon and meet at Boise City, Idaho, an eastern line, thus forming the seventh transcontinental route.

Trains leave Portland on the O. & C. Ry., West Side, at 7:30 a. m., connecting at Corvallis with O. P. train for Yaquina. East Side trains leave at 8 a. m., connecting with the O. P. at Albany, at noon, for Yaquina City, connecting with the Oregon Development's steamers for San Francisco.

TOUR VI—Portland to Alaska.

The Pacific Coast Steamship Co. operates a fine line of steamships to Alaska, leaving Tacoma, Seattle, Port Townsend and Victoria every two weeks during the summer. Northern Pacific trains make direct connections at Tacoma and Seattle with these steamers.

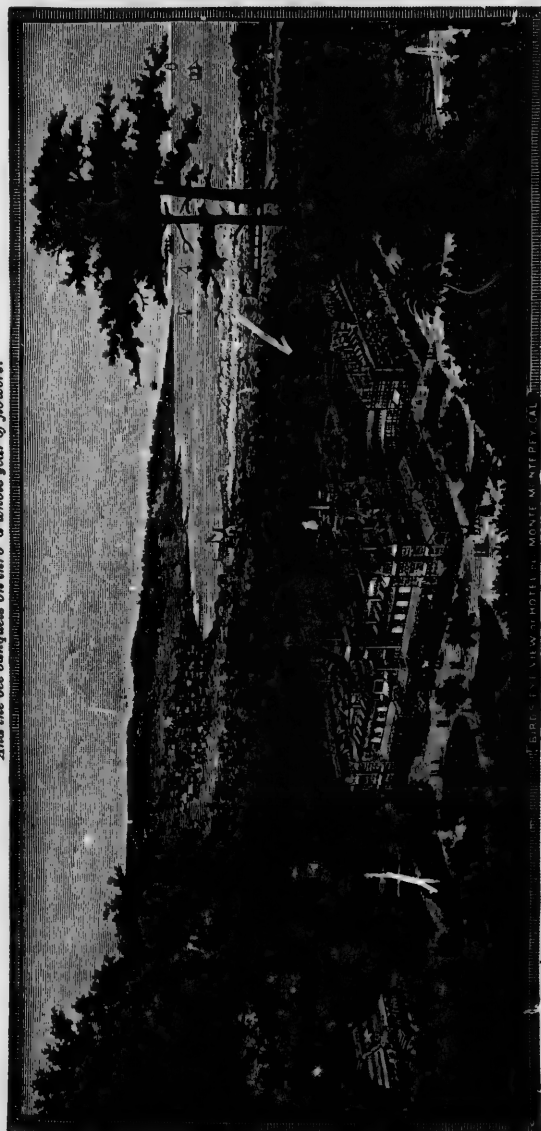
Excursion Rates.—Portland to Sitka and return \$110, including berth and meals on Alaska steamer

CHAS. H. DODD & CO., Proprietors of the Oregon Pacific Railroad, Southern Farm Wagon, Deane Harrow, Spring-Tooth Harrow

MONTEREY, CALIFORNIA

AMERICA'S FAMOUS SUMMER AND WINTER RESORT.

*"Where a leaf never dies in the still blooming bowers,
And the bee banquets on thro' a whole year of flowers."*



OPEN ALL THE YEAR ROUND.

OPEN ALL THE YEAR ROUND.

HOTEL DEL MONTE

THE "QUEEN OF AMERICAN WATERING PLACES" and "THE MOST ELEGANT SEASIDE ESTABLISHMENT IN THE WORLD"

TERMS FOR BOARD: { By the Day, \$2.00 and upward.
Parlors from \$1.00 to \$2.50 per Day, Extra.
Children in Children's Dining Room, \$1 per Day } { For Further Geo. Schoneveld, Manager.
Information Address MONTEREY, CAL

Monterey,
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Tourists and their journey and Washing on the daily leaving Port the finest making close Monterey, wi American sur del Monte, wh "the most ele world". Here make life enjo ple who have gle of life. I that has ever Hotel del Mon surroundings, all the pen and views that hav upon enjoying testimony to h has not been The engraver reader a slight of this resort. large building of which are c arcades the an with the main are palm gard and also the The main buil in width; the wife, having f each The ho and can easi grounds or ma finished in di old-fashioned ed tiling is a come room. V cription here. of the ground handsomely fir tubes and ele library, 45 by 2 ing decks and tall, 36 by 24 tables; hotel p most luxuriou by 92 feet wi with a Weber room. This h wide, and has persons. As l walls are snow eastern oak, an all of the m he table and chairs are larg for the hotel, and. A beaut enumerated are ornamental till scenes portray he one in the scenes from th in the billiard representing scen

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For Further Information Address
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MONTEREY, CAL.

TERMS FOR BOARD: { By the Day, \$3.00 and upward.
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Office Cor. Second and Pine Sts., Portland. 222

SUMMER SAUNTERINGS.

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Monterey, California—The Famous Hotel Del Monte—A Peerless Summer and Winter Resort.

Tourists and health seekers who wish to extend their journey beyond the boundaries of Oregon and Washington will find royal accommodations on the daily express trains of the "Shasta Route," leaving Portland at 4 p. m. and passing through the finest scenery of California by daylight, making close connection at San Francisco for Monterey, where is located that "queen of American summer and winter resorts," the Hotel Del Monte, which has been justly designated as "the most elegant seaside establishment in the world." Here is found every luxury calculated to make life enjoyable and to rest and refresh people who have become weary or worn in the struggle of life. If it were possible to repeat here all that has ever been written descriptive of the Hotel Del Monte and its lovely and picturesque surroundings, and have the same illustrated with all the pen and pencil sketches and photographic views that have ever been taken, then the reader, upon enjoying the place himself, would add his testimony to the universal verdict—that the half has not been told.

The engraving on the opposite page gives the reader a slight idea of the immensity and beauty of this resort. The hotel proper consists of three large buildings, the main building, to the ends of which are connected by semi-circular fire-proof arcades the annexes, which stand at right angles with the main building. Between these wings are palm gardens, fountains and tapestry beds; and also the building in which is the kitchen. The main building is 310 feet in length, 110 feet in width; the annexes 280 feet long and forty feet wide, having four full stories and an attic story in each. The hotel contains very nearly 500 rooms and can easily accommodate 750 persons. The rotunda or main lobby is 42 by 50 feet; the walls finished in different varieties of oak. A large, old-fashioned brick fire-place, faced with decorated tiling is among the features of this handsome room. Without attempting a detailed description here, for want of space, the other features of the ground floor that should be mentioned are a handsomely finished office, connected by speaking tubes and electric bells with all the rooms; a library, 45 by 29 feet, furnished with tables, writing desks and richly finished, a ladies billiard hall, 30 by 24 feet, equipped with Manhattan tables; hotel parlor, 40 by 50 feet, furnished in the most luxurious manner; a grand ball room, 40 by 32 feet with orchestra recess and furnished with a Weber grand; then we come to the dining room. This hall is 175 feet long and sixty feet wide, and has chairs for nearly eight hundred persons. As in the former hotel, the ceilings and walls are snowy white, the floor is of polished eastern oak, and the furnishings are in every detail of the most elegant and artistic, much of the table and silverware being imported. The chairs are large and comfortable, especially made for the hotel, the pattern being obtained in England. A beautiful feature of all the rooms here enumerated are the open fire-places, finished in ornamental tiling, those in the office representing scenes portrayed by Scott in his Waverley novels; the one in the library has English face tiling after scenes from the poets, by Moy Smith, of London; in the billiard room the fire-place is a picture representing scenes from Shakespeare, and the fire-

place and mantel o the parlor has taken the subject of its pictures from mythology. The dining room has four of these artistic fire-places. In furnishing and in interior finish of the hotel throughout, expense seems hardly to have been considered at all, the idea prevailing to have the most artistic and at the same time the most appropriate and durable, giving the effect of real merit and worth.

The traveler visiting the Hotel del Monte alights at the little station house: through the foliage of the large, live oak pine and cedar, in the distance, he catches glimpses of the beautiful hotel. Proceeding toward the house by carriage or on foot, the park grows more and more picturesque, more enchanting, more surprisingly beautiful. Under the great rugged gnarled oaks have been laid in graceful curves the smooth graveled walks and drives. Approaching nearer to the hotel we see the work of the artist in flower-bordered walks, intricate figures wrought in velvety beds of various tinted flowers, and in the selection and arrangement of various plants and shrubs from other lands and climes, all growing in profusion. Various species of cacti, century plants, prickly pear and other plants that thrive in the perpetual summer of this paradise and esteemed curiosities in cold countries, add to the interest and beauty of the scene. Beneath the large oaks, hung with long, drooping moss; and around the base of the great pines, laden with cones so large that they seem real curiosities unlike their kind elsewhere, the grass is green and soft, filling the spaces between the beds of rich colored flowers and the smooth walks. In one portion of the grounds is the "maze," a labyrinth formed of cypress hedges, pervaded by footpaths. To enter is to be lost, and humiliate one's self by calling for a guide in order to escape the intricacies of this curiously wrought puzzle. At a distance from the hotel is an artificial lake supplied from the Del Monte water-work system, and equipped with boats. A feature of the park, some distance in front of the house, are two fine croquet grounds, a lawn tennis ground and a bowling alley.

Leaving the hotel in a carriage, a fine, smooth drive leads through the old town of Monterey, (which is about half a mile from the hotel), along the shores of the Bay of Monterey, circling through the forests, and returning to the town by a different route. This drive of eighteen miles is an experience to be felt, not described; it awakens feelings of admiration for the beautiful, the grand, the sublime, in a degree seldom experienced, because seldom are these elements so vividly brought to a sensitive mind. You experience in these few miles the resources of California's scenery. The unbroken forest, the roaring breakers on the beach, the vari-colored crested waves, the great rocks covered with hundreds of seals and surrounded by thousands of birds of numerous varieties; while at every mile new mountains, trees, rocks and ever varying landscape inspires one to proclaim the sublime, the majestic beauty on the one hand, and the romantic and picturesque scenery on the other. This drive over a smooth, macadamized road, has taken you around seven thousand acres of grounds fitted up for your pleasure, your recreation, your enjoyment and delight.

Surf bathing is enjoyed in the whole year (though much the most popular in summer), the beach being among the best adapted for this purpose on the entire coast. The owners of the resort have provided the most complete and extensive indoor bathing facilities afforded on the coast or even in the entire United States. Two hundred and ten dressing rooms are provided—one half for ladies—each a double room, one part for dressing and the other for shower bathing.

CHAS. H. DODD & CO., Frankfort, Ky. and Portland, Oregon. IMPORTERS OF HAWAIIAN, IRON AND STEEL

THE BOUNDARY CITY.

Blaine Between two Great Nations.

Great Terminal Point.

A Harbor of Magnificent Proportions.

Its Marvellous Growth.

Railroad Connection with the Outside World.

Many Enterprising Citizens

Electric Lights and Good Street Railways.

BLAINE, the Boundary City, is 125 miles north of Seattle, 30 miles from Fairhaven, and 25 miles from New Westminster, B. C. The town is located on the eastern shore of Puget Sound upon a level table land, which overlooks the Semiahmoo bay. It is the farthest north of any harbor on the west coast of the United States proper. Blaine is in the extreme northwest corner of the union, the international boundary being its incorporate limit on the north, and the harbor opening out upon that portion of Puget Sound known as the Gulf of Georgia on the west, many miles north of the Straits of Fuca, the northern limit on the ocean coast. Blaine has a harbor covering an area of three square miles, with water from thirty to sixty-six feet deep, and per-

fectly protected from storms by projecting points of land. It is the first port accessible to the commerce from the other side of the line, and as soon as the railroad connection is completed, will be a desirable port for the Canadian steamers to use in reaching American lines. A bill to make Blaine a port of entry is receiving favorable action in congress.

To show the rapidity with which Blaine has become recognized as a point of importance, it is only necessary to say that one year ago the forest here reigned supreme, and a city was undreamed of. To-day there are two thousand souls within the corporate limits, and within the period a modern city with all the improvements and comforts has sprung into existence. A very desirable class of citizens have settled here, who are building homes and entering into every kind of profitable industries.

A GREAT RAILROAD CENTRE.

By the time this article is published a great railroad will have been built and completed into the very heart of Blaine. It is a part of the Great Northern system that has cut its way through to the Pacific coast. More than this Blaine is also in actual and practical connection with the great Canadian Pacific line at New Westminster. The city will in time and at no distant date be the point from which travel will go to Vancouver, for by taking the steamer or railway to Blaine, thence onward to the Canadian Pacific at New Westminster several hours would be saved by those en route to Vancouver. Blaine's railroad claims may be briefly though pointed stated as follows: It is the northern terminus of the Great Northern; the southern terminus of the New Westminster and Southern Railroad; the northern terminus of the Northern Pacific over the track of the Seattle, Lake Shore & Eastern, and the northern terminus of both the Union and Northern Pacific line of steamers from Seattle and Tacoma. In order to compete with the Great Northern and the Canadian Pacific the Union and Northern will each be forced to build inde-

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pendent lines into Blaine, thus making the city one of the most important railroad centres on the entire Pacific coast.

PROGRESS AT BLAINE.

Blaine has a population of over 2000 which is on the increase. The city has nearly ten miles of well paved streets, each 100 feet wide. These public thoroughfares are lighted by a splendid system of electric lights. The plant is a Thompson-Houston one, costing \$100,000, and was put in by a company of Seattle capitalists. A Seattle company has also put in a splendid water works system at a cost of \$150,000. At the present time \$100,000 is being spent on street and other public improvements.

Although the town is but little more than one year old, fully \$1,000,000 has been spent on permanent improvements, while it is still a difficult matter to secure building material sufficient to carry on public and private works. An electric street railway line is under construction as well as a first-class school house the cost of which will be fully \$20,000. The railroad company is erecting a handsome station and commodious warehouse, which will be amply sufficient to handle both the enormous passenger and freight traffic of the road. Blaine has six churches, several good hotels, about 30 general merchandise stores, three good drug stores, physicians, lawyers, two banks, and a fair number of live, active and energetic real estate brokers. The mossback element has no abiding place in Blaine. Everybody is fully awake and up with the times and all have full and complete faith in the future. Blaine has three wharves now and several more are under construction.

SEVERAL GOOD POINTS.

Blaine from her tributary waters enjoys abundance of every kind of fish. The waters especially abound in Salmon, Halibut, Cod, Bass, Smelt, Sturgeon, Crab and Clam.

The land about Blaine produces not only wheat and all varieties of fruit, but is productive of the very finest quality of hops. The grade is of such an extra quality that it produces 5 per cent more than the famous Puyallup hop, so well known in the market.

The extent of agricultural country tributary to Blaine covers an area of 60 miles square, and is one of the richest in the whole country of the northwest. The railroads will develop and make all this land of great value.

Blaine has two good saw mills of about 50,000 daily capacity but another of 100,000 daily capacity could be conducted with a splendid profit.

Twenty miles east of Blaine there are excellent beds of the finest coal still undeveloped. The supply is practically inexhaustible. This will also aid in making the future of Blaine one of substantial prosperity.

The Blaine townsite is perfectly level, which is more than can be said of any other city on Puget Sound.

Owing to peculiar conditions, rapid growth and quick increase in property values, money can easily be made to pay upon investment a return of two per cent per month here, and no hardship felt.

There is also tributary to Blaine a magnificent belt of cedar timber that alone would be sufficient to build up a rich and prosperous city.

The town proper covers an area of five square miles. As many as twenty fine business blocks are now going up in various parts of the city. The electric power house has the finest and most complete equipment of any in the whole state.

The town is connected by stage with both Fairhaven and New Westminster.

The view from any street in Blaine out upon the harbor is one of the most beautiful that the eye could rest upon. When upon the bosom of the water the last rays of the setting sun tinged in golden hues, there rises before the vision a panorama of quiet beauty that leaves a deathless picture. No finer sight could ever be seen.

The townsite as platted crosses the boundary line, a portion of it lying within British Columbia. This international line is not an indefinite, intangible line as is generally supposed, but is accurately and carefully located. It is possible to lay a penny—if you have one—so that it will be half in the United States and half in Canada. A number of years ago a joint commission surveyed a line westward from the Lake of the Woods and erected an iron monument every mile. Through the forest they cleared a strip twenty feet wide, as straight as a string, and in the center of that strip, at intervals of a mile, stand monuments like the one shown on the opposite page. On the Canadian side is inscribed "Treaty of Washington," and on the United States side "June 15, 1846," the date of the treaty. Every visitor at Blaine becomes interested in this boundary line running through the town, and especially in marking the course of the cleared strip as far as the eye can see.

DRINK JESSE MOORE WHISKEY.

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GENERAL POSTAL LAWS.

PROPER DIRECTION.

Direct your mail-matter to a post office, and if to a city, add the street and number or post office box of the person addressed. If you are not certain that the place to which you wish to send is a post office, inquire of the postmaster. Matter not addressed to a post office cannot be forwarded. To insure certainty in dispatch of mail, give the county in which the post office is, and spell the name of the place in full. Write or print your name and address, and the contents, if a package, upon the upper left-hand corner of all mail matter. This will insure its immediate return to you for correction, if improperly addressed or insufficiently paid; and if it is not called for at its destination, it can be returned free. Register all valuable letters and packages. Registry fee, 10 cents, which, with the postage, must be fully prepaid. The name and address of sender must be given on the outside of the envelope or wrapper.

RATES OF POSTAGE.

FIRST CLASS—Letters, and all other written matter, whether sealed or unsealed, and all other matter, sealed, nailed, sewed, tied or fastened in any manner, so that it cannot be easily examined, two cents per ounce or fraction thereof. Postal cards, one cent each. Postal cards are unmailable with any writing or printing on the address side, except the direction, or with anything pasted upon or attached to them.

SECOND CLASS—Newspapers and periodical publications, when sent by publishers or news agents, one cent a pound or fraction thereof. Newspapers and periodical publications, when sent by persons other than the publishers and news agents, one cent for every four ounces or fraction thereof.

THIRD CLASS—Printed matter, in unsealed wrappers, only (all matter inclosed in sealed envelopes, attached on the sides or corners, must pay letter rates), one cent for each two ounces or fraction thereof, which must be fully prepaid. This includes books, circulars, chromos, hand-bills, engravings, lithographs, magazines, music, newspapers, pamphlets, proof-sheets and manuscript accompanying the same, reproductions by the electric pen, hektograph, metallograph, papyrograph, and, in short, any reproduction upon paper by any process, except handwriting, typewriting, and the copying press, not in the nature of a personal correspondence. Limit of weight, four pounds, except for a single book, which may weigh more. Third class matter must be fully prepaid or it will not be forwarded.

FOURTH CLASS—All mailable matter not included in the three preceding classes which is so prepared for mailing as to be easily withdrawn from the wrapper and examined. Rate, one cent per ounce or fraction thereof. Limit of weight, four pounds. Full prepayment compulsory.

PERMISSIBLE WRITING.

No writing is permitted on third or fourth class matter, except as follows: The name and address of sender on the outside or inside of package, preceded by the word "from." On the wrapper may also be written the names and number of articles inclosed. The sender is further allowed to mark a word or passage in a book or paper to which he desires to call special attention. He may also write a simple inscription or dedication upon the cover or blank leaves of a book or pamphlet. There may be attached to articles of merchandise, by tag or label, a mark, number, name or letter for purpose of identification. Printed circulars

may contain the written name of the sender, or of the addressee, and the date. Any other writing on third or fourth class matter will subject the package to letter rates of postage, and render the sender liable to a fine of ten dollars for each offense. Printed matter may be inclosed with fourth class matter, but the whole package is subject to the rate of one cent per ounce or fraction thereof.

RATES OF POSTAGE TO CANADA

(The Dominion of Canada embraces all the British North American Provinces, except Newfoundland.)

LETTERS AND POSTAL CARDS—Same rates and conditions of prepayment of postage as for domestic letters and postal cards.

OTHER MATTER—Same rates and conditions of transmission as for matter for delivery within the United States, except that merchandise is rigidly excluded. Samples of merchandise are mailable, but they must not exceed eight ounces in weight, and are subject to a postage of ten cents each. They must also be strictly specimens of goods for sale.

RATE OF POSTAGE TO POSTAL UNION COUNTRIES.

Letters, five cents per half ounce or fraction thereof. Postal cards, two cents each. Registration fee, 10 cents. Printed matter and samples of merchandise, one cent for each two ounces or fraction thereof.

RATES TO OTHER FOREIGN COUNTRIES.

For rates of postage, conditions of prepayment, limit of size and weight, and manner of wrapping matter addressed to other foreign countries, ask your postmaster.

UNMAILABLE.

Obscene books, letters, papers, pictures and postal cards; lottery circulars and letters; liquids, gunpowder and other explosives; live reptiles, animals and insects (except queen bees); poisons and any article liable to injure the mails or the persons of those handling them.

WEIGHING PACKAGES

If you have no scales, you should have all packages weighed at the post office. The postage must be prepaid in full, otherwise the package will not be forwarded.

RE-FORWARDING.

Letters will be re-forwarded from one post office to another upon the written request of the person addressed, without additional charge for postage; but packages of third and fourth class matter cannot be forwarded or returned without a new prepayment of postage.

TIME

Points East

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Cascades and

Vancouver.

Baker City

and points

and Portland

East Portland

" "

Albina. . . .

St. Johns . .

Olympia, W.

Sound point

Puget Sound

Victoria, B.

West Side -

California and

Dundee and

Coburg

Scholl's Ferry

Roseburg Mo

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DRINK JESSE MOORE WHISKEY

LEWIS & DRYDEN'S RAILWAY GUIDE.

133

TIME OF CLOSING OF MAILES

AT THE PORTLAND POSTOFFICE.

MAILS.	CLOSE.		ARRIVE.	
	AM	PM	AM	PM
Points Easton O.R.N. & U.P. Ry	8 00	9 30		
" " " N.P.R.	9 00	7 30		
Cascades and Upper Col. River.	12 00		7 00	
Vancouver	5 00	2 15	9 30	5 30
Baker City, Union, La Grand and points bet. Huntington and Portland		8 00	9 30	
East Portland	6 30	6 00	9 40	4 00
Albina	11 00	8 00		12 30
St. Johns	5 30	3 15	9 00	3 30
Olympia, Wash., and all Puget Sound points (express)	9 00			5 00
Puget Sound (regular mail)	9 00	9 00	7 30	5 00
Victoria, B. C.	9 00	9 00	7 30	5 00
West Side—Southern Pac. R. R.	6 30			5 30
California and all points South.		6 00	9 40	
Dundee and Ahlille	8 00			3 30
Goburg	6 30			4 00
School's Ferry (Tue&Sat by stage)	12 00		10 00	
Roseburg Mail	6 30			4 00
Yaquina Bay	6 30			4 00
Sellwood (daily except Sunday).	6 30		6 30	
Glencoe Stage (daily ex. Sunday)	6 30			6 00
Astoria and way points.	12 00			6 00
Astoria (night boat) daily ex Sun		7 00		
" daily except Monday			6 00	
Highlands, Eagle Creek and Curinsville (Leave East Portland daily except Sunday	7 00		FX SU	6 00

General Delivery open from 8 AM to 7 PM.

Sunday from 2 to 3 PM.

Money Order Department open from 9 AM to 5 PM.

Registry Department open from 8 AM to 6 PM.

Portland, Oregon, Feb. 1st, 1891.

G. A. STEEL, Postmaster.

Combustibles.

The Southern Pacific Company (East and West Side Divisions), receives coal oil on Tuesdays and Thursdays for all stations. Powder on Tuesdays only for all stations. Coal oil will be received up to 1:30 p. m., and powder up to 3 o'clock p. m. Depot foot Park St.

The Union Pacific Railway receives combustibles, in less than car load lots, at Ainsworth dock. Car loads received at any time. Coal oil will be received at Albina and Ainsworth dock on Tuesdays and Fridays.

The Northern Pacific Railroad (Pacific Division) receives coal oil Tuesdays and Fridays, and powder daily.

The Narrow Gauge West Side Division and P. & W. V. Ry. receives coal oil and powder, foot of Jefferson street, for all points on their lines on Tuesdays and Thursdays up to 1:30 p. m. Powder received on Tuesdays only, up to 8 o'clock p. m.

Freight.

For all points on main line Union Pacific Railway and branches departs at 12:05 p. m.

Dalles freight leaves Albina at 7:10 a. m.

Through freight (Union Pacific and points east) leaves Albina at 12:05 p. m.

Through freight (Northern Pacific and points east) leaves Albina at 3:30 a. m.

For all points on Narrow Gauge West Side Division will be received and forwarded up to 5 p. m. daily, except Sunday, at P. & W. V. depot, foot of Jefferson street.

Pacific Division N. P. R. R. Co. local freight departs for all points on Puget Sound at 5:30 a. m. and through freight at 10:30 p. m. daily. None received after 5 p. m.

The Southern Pacific Company (East Side) freight trains between Portland and Ashland leave daily, except Sundays.

Northern Pacific freight depot, corner Second and G streets. Union Pacific Railway, rail and ocean divisions, outgoing, Cor. 2d and G Sts; incoming, Ainsworth dock. Union Pacific river division freight handled at Ash street wharf.

Chamber of Commerce of Portland.

President—T. F. Osborne.

Vice Presidents—Samuel Heitschu, Wm. Kapus.

Secretary—D. D. Oliphant.

Treasurer—W. S. Ladd.

Oregon State Government.

Governor—S. Pennoyer; Secretary of State—Geo. W. McBride; State Treasurer—G. W. Webb; Supt of Public Instruction—E. B. McElroy; State Printer—F. C. Baker; State Librarian—J. B. Putnam; Assistant Secretary of State—B. F. Giltner; Governor's Private Secretary—W. A. Munly; Assistant State Treasurer—W. T. Slater; Supt. of Penitentiary—G. S. Downing; Superintendent of Insane Asylum—Dr. Harry Lane; Clerk Board School Land Commissioner—Napoleon Davis; Health Officer at Astoria—O. B. Estes, M. D.; Health Officer at Coos Bay—C. B. Golden.

Foreign Consuls in Portland.

Austrian Consul—C. F. Pfleger, Wash., bet. 2d & 3d. Belgian Consul—I. R. Dawson, over bank of British Columbia.

British Vice Consul—James Laidlaw, 16 North Front Street.

Chilian Vice Consul—F. G. Ewald, Northwest corner Front and D Streets.

Danish Vice Consul—E. S. Larsen, 112 Front street. French Consul Agent—Prof. H. F. Tyson, Labbe Building.

German Consul—C. Caesar, 30 North Front street. Guatemala Vice Consul—William S. Sisson, 34 Front street.

Hawaiian Vice Consul—John McCracken, Nos 62 and 64 North Front street.

Peruvian Consul—J. Stuart McDonald, 10 North Front street.

Russian Vice Consul—Gustaf Wilson, 228 Alder st. Swiss Consul—G. Shindler, 166 First street.

Sweden and Norway Vice Consul—Arthur Wilson S. E. corner First and Stark streets.

Telegraph Rates.

PORTLAND TO	10 w'ds	PORTLAND TO	10 w'ds
Albany	\$.40	Pendleton	\$.50
Astoria	.25	Roseburg	.50
Boston	1.00	Sacramento	.50
Chicago	.75	Salem	.25
Colfax	.50	San Francisco	.50
Corvallis	.40	Seattle	.40
Dayton W. T.	.50	Spokane Falls	.50
Eugene City	.40	St. Louis	.75
Jacksonville	.50	St. Paul	.75
Kalamazoo	.25	Tacoma	.40
Lewiston	1.00	The Dalles	.40
Minneapolis	.75	Vancouver	.25
New Orleans	1.00	New York B. C.	1.00
New York	1.00	Walla Walla	.50
Oakland	.50	Wallula	.50
Olympia	.40	Woodburn	.25
Oregon City	.25	Yreka	.50

CHAS. H. DODD & CO.,
Fruit, Fish, and Vegetable Dealers,
SOLE AGENTS,
SUPERIOR DILLS AND BROADCAST SEEDERS.
Send for Circulars



OLYMPIA.

Capital of the Great State of Washington.

Competing Lines of Railway Seeking Entrance.

Location With Striking Natural Advantages.

A Magnificent Country Tributary to the City.

A Large and Expanding Center of Commerce.

Olympia's Mild Climate.

The People Confident of a Magnificent Future.

Brave Fight For the Capital.

Unsurpassed Educational Facilities

Good Hotels and Manufacturing Possibilities.

Vast Resources of Thurston County.

Olympia has one of the most advantageous locations of any city on the Sound. It is situated at the bend of Budd's Inlet, on ground which rises by easy gradations, as one moves southward from the water front. On either side of the bay there is high ground. The view from the state house is enchanting. Away to the north, beyond the rippling waters of the Sound, the grand old Olympic stretch their snow-capped length along the coast. These mountains are said to be rich in gold and silver, and parties will be organized in the summer to prospect them. An interesting story runs that on the coast side of the range a tribe of Indians of gigantic stature live. The story tellers say that these Indians have an unwritten law requiring all males of their tribe to attain the standard of measure and weight at the age of maturity, and if they fail they are put to death. It is a typical Indian story, but one cannot fail to be interested in it, so little is actually known of the range or the mythical redmen who are said to live beyond it. To the southeast proud old Mt. Ranier's three peaks pierce the clouds. The city is regularly laid

out and, for a town which has begun to grow only very recently, the streets are in good condition. They are wide enough for all purposes and will be improved according to requirements. It is one of the oldest cities in the state, and it is not only maintaining its reputation and grasp as a trade, but recent events show an enormous stride in progress and development that will push the city to the front rank among Washington's live and energetic cities.

ADVANTAGES OF LOCATION.

Olympia is accessible from all parts of the state, and has every facility for cheap, rapid and pleasant transit. Palatial steamers ply between Olympia and Tacoma and Seattle on the one route, to which have lately been added those two magnificent vessels, the T. J. Potter and the Sehome, and others travel on the up-Sound route to Kamilchie, where connection is made by the newly completed Puget Sound and Gray's Harbor railroad for the great Gray's Harbor country, and on another route for Shelton, the Puget Sound terminus of the Mason County Central railway and of the Satsop railway. Early this year, the Olympia and Chehalis Valley railway will be converted from a narrow gauge to a standard gauge railway, and through cars can then be run from all parts of the country to Olympia. Besides these, standard gauge railways will shortly be built from Olympia to Montesano, via Black river; to Gray's Harbor via Mud Bay to Tacoma, via the Nisqually river; to Yakima, via the Cowlitz pass (incomparably the best in the Cascade range); to Portland, via Vancouver; to Port Townsend, via Mud Bay; to Kamilchie, connecting with the Puget Sound and Gray's Harbor railway, and to Centralia direct. These will make of Olympia one of the greatest railway centers in the Pacific Northwest, and while she is a little west of the geographical center she is near the center of population, and even now far more accessible from all parts of the state than any other town mentioned as a candidate for the state capital, according to the statement of its citizens.

STEADY CHARACTER OF BUSINESS.

The present capital city is by no means so dull and lifeless as its detractors would have people believe. There are located there now three sawmills, each of which has a large and profitable business, a planing mill, sash and door factory, two furniture factories, two flour mills, two shingle mills and a wooden pipe factory, which last year manufactured over 200 miles of thin-shelled pipe from yellow fir. These pipes are firm and strong, and when wound round with iron or

steel bands, though the shell is but an inch in thickness, they will stand a greater pressure than heavy cast-iron. They are the only thin-shelled wooden pipes manufactured in the United States. The demand for these pipes for underground conduits is now so large that the facilities for manufacturing them have had to be enlarged. Other industries are about to be established, and as soon as the gauge of the Olympia & Chehalis Valley railway has been changed to the standard of the United States, so that the manufactures of the city can be shipped from Olympia to all parts of the country without the necessity of transshipping at Tenino, as at present, the number of manufacturing will be very largely increased. At Tumwater, where was the original settlement here, there is a magnificent water power, one of the most valuable in the state, affording at all times 10,000 horse-power. These beautiful falls at the point where the Deschutes river descends at three leaps into the bay from a total height of 87 feet, are the admiration of all who visit the capital city, and will before long be turned to account by enterprising men, who will employ hundreds of mechanics and factory hands and make the neighborhood one of the busiest manufacturing centers on Puget Sound. This too, owing to the nature of the ground, can easily be done without marring in any way the beauty of the falls.

STEADY AND SUBSTANTIAL GROWTH.

Olympia is enjoying a steady, substantial growth. Many new residences are being built in all parts of the city and on the high ground on both sides of the bay. A notable new building is the Hotel Olympia, which will soon be open to the public. It is an imposing building and cost about \$75,000. It is being elegantly furnished and will be run on a first-class plan. It is situated on Main street, just where the ground begins to rise and overlooks the bay and the mountains. As the hotel was built by home capital the people take great pride in it. The First National bank of Olympia has just completed a very neat bank building on Main street, between Fourth and Fifth. It was built of brick, with stone facings, and cost about \$10,000. State school Superintendent Bryan and Surveyor-General Cavanaugh will occupy the upper portion of the building. Other new buildings are projected and will probably be started in a few weeks. The United States postal authorities have been urged to grant Olympia a building adequate to meet all possible needs, and the likelihood is that at an early date the needs of the people in this direction will be fully supplied.

RAILWAY LINES TO BE BUILT.

Capitalists realize now more than ever Olympia's natural advantages, and show by unhesitating investments their faith in the city's future destiny. Within the past few weeks no less than three distinct railroad corporations have been fighting to secure an entrance to the city, and the business men have welcomed the advent of these railroads by granting liberal subsidies to each company. The Northern Pacific will shortly issue orders for the extension of its line from Lake View to the city. The news had a good effect upon values on the east side. A few days ago the Portland & Port Angeles Railway Company filed articles of incorporation to build a line from a point on the Chehalis river to Olympia. Union Pacific men are identified with the enterprise. The Olympia & Chehalis Valley railroad, which runs to Tenino, will be transformed this summer into a standard gauge road and probably extended to connect with the road running from Kamille to Gray's Harbor. It is said that the Main street horse car line will be turned into an electric motor line this summer and extended southward to Tumwater and northward along the point of land on the east side. The line was opened last December and further work on it was hindered by inclement weather and lack of material.

PRODUCTS OF SURROUNDING COUNTRY.

Attention is now being paid by many of the farmers to fruit raising, and the results so far attained have more than compensated for the outlay. Such fruits as apples, pears, plums, prunes, peaches, cherries, grapes and small fruits or berries thrive here as well or better than at any other point on the Pacific Coast, and far better than anywhere away from this favored region. The yield is most abundant and the flavor is the finest in the world. There are no pests to injure the fruit or destroy the trees. Among other projects on foot is one to can and preserve the products of the orchards, and a company is being formed to carry on the business on a large scale. This will give a stimulus to the raising of fruit and will largely enhance the value of farm holdings in the neighborhood of the city. Mention has been made of the beautiful gardens to be seen in all parts of the city, but it should also be stated that most of the homes have orchards of considerable size and bearing superior qualities of fruit surrounding them. Another product to which considerable attention is now being paid is the hop, and many farmers have commenced the industry on a considerable scale and with excellent results. The hops raised near Olympia vie with those of

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THE OLYMPIA

OLYMPIA, WASH.

Fine Wagonette and Baggage Wagon to and
 from all Boats and Trains.

First Class Sample Rooms for Commercial Travelers.

A. J. MASON,
 PROPRIETOR.

the Puyallup valley and by some are said to be superiority in quality.

Much of the land is well adapted for stock raising, owing to the fact that drought is unknown, and the most succulent grasses thrive in a wonderful manner. Stock, of course, in this favored region can remain out the whole winter and always find plenty to eat, so that the farmer has no need to keep large stores of dry food on hand for their consumption. This business of stock raising, however, is carried on by the farmers in connection with their regular work of raising grain, hay, vegetables and fruits, and there are no immense herds of cattle running wild through the country. Each farmer has his own small herd that he looks after himself, and he is thus able to raise a quality of beef far superior to that raised where the cattle run at large on open ranges and are only brought in to be branded or butchered. The farmer, too, is able to drive his cattle to profitable markets without his cattle losing flesh or condition, as is the case when loaded on cars and shipped by rail.

The dairy business is also carried on extensively by the farmers in connection with stock raising, and the two work in together so as to be exceedingly profitable. The area of farming land tributary to Olympia is very large, and is drained by the DesChutes river on the one side and the Chehalis on the other. The former of these streams, as before stated, flows into the Sound on Tumwater, and the other, after traversing a district rich in timber and wonderfully fertile, flows into Gray's Harbor, a few miles from the Pacific ocean. Olympia is the natural market for the whole of this vast region, and the greater part of its trade flows through the city.

OLYMPIA'S EDUCATIONAL FACILITIES.

Education and its methods has always been well considered and carefully guarded by the citizens of Olympia. The school population at present is estimated at 1000. The attendance averages 500 scholars, which is an increase of 35 per cent. over last year. There are four buildings, containing in all nine rooms, but they are far from affording the accommodations needed by the children. Ten teachers are employed, all of whom hold high grade certificates, and there is a high school, under the immediate supervision of Professor B. W. Brintwall, superintendent of the public schools of the city, which has sixty-three pupils. One singular fact in connection with this high school is that instead of the girls being, as is usual in high schools, in a majority of two or three to one, about one-half of the high school pupils are boys, whose average age is 16,

and who range from 13 to 22 years old. The attendance at the high school has trebled in the past two years since the appointment of Mr. Brintwall, and this is the more worthy of notice because the grade has been advanced one year since that time. It is at once creditable to the teachers and to the parents that so large a percentage of boys are in attendance at the high school. The school property is now estimated to be worth from \$20,000 to \$25,000, but the directors have decided to spend \$40,000 in the erection of new and more commodious buildings during the coming year and thus give the city school accommodation equal to that in any city on the coast. In addition to the public schools there are also two private academies, one of which is under the care of the Sisters of Charity, and the other is the Olympia Collegiate Institute, of which Professor Follansbee is the principal. These both have a number of pupils, and the latter has a normal and classical course.

CHURCHES, NEWSPAPERS, SOCIETIES.

Olympia's spiritual needs have not been neglected. Olympia is a church-going city and has a church-going people. Almost every denomination of religion is represented, and some of the churches are models of architectural beauty. The city, too, is in advance of many others in the quality of her newspapers, and the Republican Partisan, Washington Standard and Olympian Review take high rank among the weekly papers of the new state. The first named will become a daily with this New Year if the Western Union can complete the new wire they are stretching from Portland to Seattle by way of the capital city, so that the proprietor can obtain the Associated Press dispatches.

Most of the benevolent societies are well represented in Olympia, and the Masons have a handsome and commodious hall on the corner of Main and Eighth streets, opposite the Hotel Olympia. The Odd Fellows have a magnificent temple on Main street at the corner of Fifth, and this is one of the finest blocks in the city. The Grand Army of the Republic, Knights of Pythias, Ancient Order of United Workmen and Good Templars all have local organizations, and the noisy Salvation Army also parades the streets. The gentlemen of Olympia have a pleasant social club, the Potlatch, and the ladies a club of their own, known as the Women's club of Olympia. Among the other institutions of the city the St. Peter's hospital, maintained and conducted by the Sisters of Mercy, must not be forgotten. The building has recently been enlarged, and it is now one of the most complete and commodious hospitals in the state.

L. L. HENDERSON.

L. F. HENDERSON

● HENDERSON BROS. ●

+ + GENERAL + +

LAND AND COLLECTION AGENTS

CITY PROPERTY.

Complete Abstract of Titles for Thurston County.

Correspondence Solicited.

Real Estate

REFERENCES: { First National Bank of Olympia,
Ladd & Tillam, Portland.

Investments Made for Non-Residents

And Property Managed on Easy Terms.

We have One of the Finest Buildings in Washington for Sale for Manufacturing Purposes.

WATER ON THE PREMISES.

Wild Lands, Ranch Lands, Farm Lands, Abstracts Furnished,
Taxes Paid, Etc.

Cor. 5th and Main Sts.,

OLYMPIA, WASH

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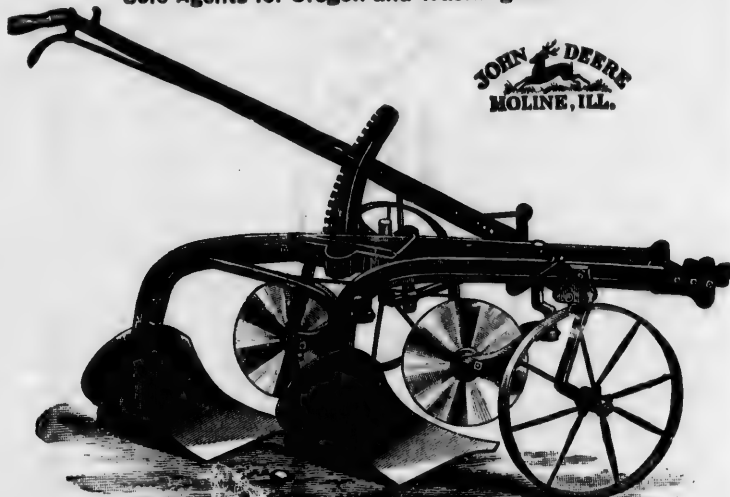
— IMPORTERS OF —

Hardware, Iron, Steel,

AND FARM MACHINERY,

Front, First and Vine Streets, ::::: Portland, Oregon.

Sole Agents for Oregon and Washington



JOHN DEERE
MOLINE, ILL.

★ ★ ★ DEERE'S NEW DEAL PLOWS. ★ ★ ★

Single, Double, or Triple Furrow. They are so simple and come so near absolute perfection, that those who have used them or seen them work can not say enough in their praise. We furnish them with or without seat attachment. Seat attachments are extra.

DEERE POWER LIFT SULKY PLOWS.

★ ★ BUCKEYE SHOE PRESS GRAIN DRILL. ★ ★

Buckeye Hoe Press Grain Drill, Buckeye Seeders, Buckeye Spring Tooth Harrows.

★ ★ DEERE'S DISC HARROW AND SEEDERS ★ ★

The latest improved implement for sowing summer fallow. The most complete and successful tool for this purpose in use.

We also have a full line of Buggies, Carriages, Phaetons, Mountain Wagons, Platform and other Spring Vehicles.

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Fallman, Wash. W. L. Taylor..... Manager.
Colfax, Wash. W. W. Wade..... "
Albany, Oregon, E. Thrall..... "

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E&N (Equin
F&S (Fairhav
GN (Great N

INCo (Inland
IR&N (Illwaco
LebBr (Leban

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MC (Montana
MidCol strs
er Steamers

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SL&E (Seas

SE (Southe
S&P (Spokane

S&P (Southe
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Stage Routes
UP(Union Pac

V K & Y (Vanc
Yakima Ry.

Will strs (Will
River Steam

W&R (Wood R
★ Telegraph

DRINK JESSE MOORE WHISKEY.

TRAVELERS' AND SHIPPERS' A B C GUIDE.

141

Alphabetical List of Railway, Steamer and Stage points in Oregon, Washington, Idaho, Montana and British Columbia, showing the distance and fare on direct routes from and to Portland; also the days, distance and fare from diverging points to towns not on direct routes from Portland, together with postal, telegraph, money order, express offices and census information. When the population of a town is less than 100, no figures are given.

Distance and fare to all rail points, and to points on direct river routes from Portland, are estimated from Portland. To towns not on railroads and reached from a diverging point, the distance and fare are given from the diverging point. **CONSULT THE INDEX.**

For explanation of signs (★) (✱) (†) see bottom of each page. Express matter is taken for all points on routes traveled by the express companies, prepayment being required to points where they have no office.

INDEX

Railroad, Steamer and Stage Time Tables.

Railroad points in black face type.

CP&N (Coast d'Alene Railway & Navigation Co.)

CPN str (Canadian Pacific Nav. Co.)

CP (Canadian Pacific Ry.)

CP&S (Columbia & Puget Sound Railroad)

CW br. (Central Washington Rd.)

Ed&N (Eau Claire & Nanaimo Ry.)

F&S (Fairhaven & Southern R. Ry.)

GN (Great Northern Railway)

INCo (Inland Navigation Co.)

IR&N (Ilwaco Railway & Nav. Co.)

LebBr (Lebanon Branch SP.)

LowCol str (Lower Columbia River Steamers)

MC (Montana Central Ry.)

MidCol str (Middle Columbia River Steamers)

MURailway (see N P Branches)

MeBRV (Missoula & Bitter Root Valley Railroad)

NGes (Southern Pacific Ry. Narrow Gauge—east side)

NGws (Southern Pacific Ry. Narrow Gauge—west side)

NP (Northern Pacific Railroad)

OP (Oregon Pacific Railroad)

O&WT (Oregon & Washington Territory H. R.)

P&B NP (National Park Branch)

PS&SR (Puget Sound Shore Rd.)

PS&GH (Puget Sound & Gray's Harbor railroad)

P&V (Portland & Vancouver Ry.)

P&WV (Portland & Willamette Valley, Southern Pacific Ry.)

PS str (Puget Sound Steamers)

RRV (Rogue River Valley)

SP&N (Spokane Falls & Northern Snake River Steamers)

SL&E (Seattle, Lake Shore & Eastern Rd.)

S&P (Spokane & Palouse Rd.)

SPes (Southern Pacific Rd., east side)

SPws (Southern Pacific Rd., west side)

Stage Routes

UP (Union Pacific Ry.) & branches

V&Y (Vancouver, Kllickit & Yakima Ry.)

Will str (Willamette and Yamhill River Steamers)

W&B (Wood River Branch)

ABBREVIATIONS.

ex—Except.
fr—from.
m—Miles.
p—Population.
str—steamer.
sta—stage.
es—East side.
wa—West side.
Ld—limited ticket.
Rd tp—Round trip.
C H—County Seat.

Mo—Monday.
Tu—Tuesday.
We—Wednesday.
Th—Thursday.
Fr—Friday.
Sa—Saturday.
Su—Sunday.

MWF—Monday, Wednesday, Friday.

Wa—Washington.

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Abel, Snohomish Co., Wa—Marysville

4m

Aberdeen, Chehalis Co., Wa—p2000

★ str fr San Francisco wkly—600m

★10; sta and str fr Centralia; 80m

★5; str and rail fr Olympia; 61m

★3 50; telephone fr Olympia

Aberdeen, BC—C P N str fr Victoria

1st and 15th each month—\$17

Acton, Morrow Co., Or—liv fr Heppner

17m

Acme, Whatcom Co., Wa—sta fr Whatcom

21m \$1 50

Adams, Umatilla Co., Or. p400 ★ UP

★244m—\$9 55

Addy, Stevens Co., Wa—Chewelah 9m

Adel, Snohomish Co., Wa—str fr Seattle

Tu Th Sat—40m \$1; mail to Marysville

Adela, BC—str fr Golden Mo Th—107

m \$5

Adelaide, King Co., Wa—S L & E—

21m—\$3 85; Ingleswood station

Adobetsown, Madison Co., Mon, p250—

sta fr Dillon daily—45m—\$6

Alafac, Alaska—

Agassiz, BC★p200-CP-417m \$16 75

Agate, Lewis Co., Wa—liv fr Napavine

10m

Ahtanum, Yakima Co., Wa—livery fr

Yakima 9m

Aims, Cleckamas Co., Or—p100; sta fr

East Portland dly—32m \$3

★Alinslie, Mon★NP-1162m—\$56 20

★Alinslie, Lewis Co., Wa, p200—NP—

See Mill Switch

Alinsworth, BC—sta and str fr Kootenai

Id, MoTh—200m \$3

★Alinsworth, Whitman Co., Wa p500

NP★228m—\$9 30

Arlie, Polk Co., Or ★NGws—79m—

\$2 82

Ajax, Gilliam Co., Or—liv fr Condon—

25m

Alamo, Beaver Head Co., Mon—sta fr

Dillon Mo Fri 60m \$4

Alba, Umatilla Co., Or—p 100—sta fr

Pendleton MWF—38m \$4

Albany, CH Lin Co., Or ★p 6800 ●

SPes—79m \$3 16; also Wilstr—108m

\$1 75 ★

★Albany Junction, Linn Co., Or—

June SP and OP—81m \$3 24

Alberni, BC—CPN str fr Victoria 130m

★Albert Canyon, BC★CP-748m—\$38 25

Albina, Multnomah Co., Or, p 4000 ★

UP electric and steam cars fr Portland

and East Portland—ferry every 30 minutes, foot Stark St., Portland

★ Telegraph. ● Money Order. ✱ Express. † Daily ex. Sun. ‡ No a Post Office. * Prepay Freight.

Albion, OH Cassia Co, Id p500 • stage
fr Mindoka MWF—30m \$2 50; also
fr Kelton, Utah, MWF—60m \$4 75

Albright, Custer Co, Mon—stage fr
Rosebud TuSat—4m \$2

Aldergrove, BC p500—sta from New
Westminster Tu—\$1 50

Alder, Wallawa Co, Or—390m—stage
fr La Grande ex Sun 70m \$6 50; mail
to Enterprise

*Alldrich, Walla Walla Co, Wa—O&W
252m \$10 45

Ale, Marion Co, Or, p200—NGes—79m
\$3 16

Alert Bay, BC—CPN str fr Victoria

Alderton, Pierce Co, Wa, p125 ★ NP
★ 158m \$3 90

Alexandria, BC—sta fr Ashcroft Mo—
194m \$33

Alger, Fergus Co, Mon—liv fr Lewis-
ton—12m

Alger, Wa—F&S—15m

*Algoma, Kootnai Co, Id—NP—439m
219 55

Alhambra, Jefferson Co, Mon ★ NP
and MO—NP to Helena—774m \$37 90

Allice, Union Co, Or—UP Elgin Br—
Elgin 7m

Alkali Lake, BC—sta fr Ashcroft \$15
Alki, Whitman Co, Wa—liv fr Sprague
17m

*Allard, Dawson Co, Mon ★ NP—
1311m—\$69 10

*Allen, Mon—NP—530m—\$24 40

Allyn, Macon Co, Wa, p300—str from
Tacoma 8 AM Mo and Fri—40m \$1

Alma, Lane Co, Or—liv fr Walton 13m

Alma, Okanogan Co, Wa—liv fr Hes-
seline—56m

Almira, Lincoln Co, Wa p150—NP—
460m \$21 05

Almo, Cassia Co, Id p200—sta fr Kel-
ton, Utah, MWF—40m \$4

*Almota, Whitman Co, Wa—str from
Riparia, We Sa—88m \$2; sta fr Col-
fax TuThSa—18m \$2 50; stage from
Pomeroy MWF \$22m \$2

Alpha, Lane Co, Or—sta fr Eugene
MoWe 44m \$3

Alpha, Boise Co, Id—liv fr Ola—30m

Alpha, Lewis Co, Wa p100—liv fr Na-
pavine 12m

Alpine, Morrow Co, Or—stage fr Echo
Tina—24m \$1 25; fr Heppner Tu
ThSa—24m \$1 25

Alpine, Fergus Co, Mon—sta fr Custer
MWF—\$11

Alpova, Gardfield Co, Wa—sta fr Pom-
eroy 1 19m \$2

Alpova (landing), Wa—str fr Riparia
We Sat—68m \$3 10

Aloo, Benton Co, Or, p450—stage fr
Philomath MWF 30m \$1

Alta, Jefferson Co, Mon, p200—exp fr
Wicks 1 19m 25c

*Alta Vista, Spokane Co, Wa—SLS
62—UP and NP to Spokane Falls—
374m \$16 90

Althouse, Josephine Co, Or, p 500;
sta fr Waldo semi-wkly—7m 50c

Alto, Columbia Co, Wa—UP—283m
\$11 95

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Alzada, Custer Co, Mon—sta fr Miles
City MWF—144m \$16 75

Amazon, Jefferson Co, Mon—NP—
791m \$38 75

Amboy, Clarke Co, Wa—liv fr Etna—
10m

American Falls, Oneida Co, Id, p200
★ OSB \$4 700m \$31 25

Amesville, Beaver Head Co, Mon—sta
fr Red Rock dly—16m \$2

Amity, Yamhill Co, Or—p300—SPWa
★ 57m \$2 28; also Bridwell NGWa—
2m \$1 65

Amoca, Pierce Co, Wa—Purdy Sm;
mail to Purdy

Anacosta, Deer Lodge Co, Mon ★
p 6000 UP ★ 1005m \$43 85

Anacortes, Skagit Co, Wa p3000 ★ NP
★ str fr Seattle dly ex Sat—77m \$2
★ str fr Townsend MWF—24m \$1 50;
★ fr Tacoma—106m \$2 50

Anatone, Asotin Co, Wa—sta fr Lew-
iston TuThSa—25m—\$1 25

Anderson, Josephine Co, Or—stage fr
Grants Pass 1 20m \$2

*Anderson, Id—UP—434m \$17 90

Andrews, Harney Co, Or—Winne-
muca, Nev—160m

Angora, Coos Co, Or—sta fr Roseburg
51m \$5

Antelope, Alturas Co, Id—sta fr Black-
foot dly 7 30 a m—30m \$10

Antelope, Wasco Co, Or—sta fr Dalles
MWF—65m \$7; stage fr Arlington
tri-wkly

*Apex, Beaver Head Co, Mon—UP—
360m—\$42 90; NP to Garrison

Aplary, Columbia Co, Or—liv fr Rai-
nier Sm

Applegate, Jackson Co, Or—stage fr
Jacksonville MoFri—12m—\$1

[Appletree, Wa—str fr Seattle dly ex Sa
12m \$1 25; mail to Port Madison]

Arago, Coos Co, Or—sta fr Roseburg
ex Su—1 19m

Aracdia, Wallawa Co, Or—stage fr La
Grande 30m \$2

Aracdia, Chehalis Co, Wa—str from
Olympia dly—14m \$1

Arctic, Chehalis Co, Wa—Liv fr Mon-
tana—13m

Arco, Alturas Co, Id—sta fr Blackfoot
dly 7 30 a m—60m \$7; fr Bellevue
Mo—30m \$12

Arden, Stevens Co, Wa—Colville 6m

Argenta, Beaver Head Co, Mon—p150
—sta fr Dillon ex Su 15m—\$1 50 \$2

Argenti, Mason Co, Or—liv fr Knight
5m

Arley, San Juan Co, Wa—str fr Seat-
tle—Th—65m \$3; fr Pt Townsend
MoWeFri—see San Juan

Arline, Oneida Co, Id—UP—761m
\$34 05

Arland, Park Co, Mon—sta fr Red
Lodge Mo Th—\$7 50

Arlee, Missoula Co, Id ★ p100 ★ NP
60m \$28 20 \$4

Arstons, Gilliam Co, Or ★ p 1000
★—142m \$5 05—NP

★ Telegraph. • Money Order. ✱ Express. † Daily ex. Sun. ‡ Not a Post Office. * Prepay Freight.

Arlington,
18m

Arnells, F
ginnis 15

Arnington
GN 17

*Armstrong
Arthur, Mu
fr Holbro

Artendale,
fr Tacoma

Ashcroft,
\$2350

*Ashfield,
Helena 11

Ashland, Co
Miles City

Ashland, J
SPes \$2 8

Ashley, Mia
fr Ravalli

Asotin, CH
sta fr Lew

fr Riparia

Uniontow

Assiniboia
Helena 96

ASTORIA, C
Low Col
\$3 • str fr
ports even
fr wharf



Athens, Un
June UP a
late Centor

*Athol, Koo
\$18 75

Atlanta, Wa
110m; \$1

Atlanta, Elm
Mountain 1

Auburn, Bak
Baker City

Augusta, Lev
p500 • sta f

Aukeny, Mar
TuSa—9m \$

*Aunaville,
NGes—69m

Aurora, Mil
SPes \$2 7

★ Telegr

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TRAVELERS' AND SHIPPERS' GUIDE.

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Mon—sta fr Miles
\$16 75

Co, Mon—NP—

Wa—liv fr Etna—

neida Co, Id, p200
\$1 25

Lead Co, Mon—sta
16m \$2

Or—p 300—SPws
Briedwell NGws—

Wa—Purdy 3m;

dge Co, Mon ★
\$35 35

Co, Wa p3000—NP
ly ex Sat—77m \$2

MWF—24m \$1 50;
\$2 50

Wa—sta fr Lew-
—26m—\$1 25

Co, Or—stage fr
n \$2

P—434m \$17 90

Co, Or—Winne-
m

—sta fr Roseburg

Co, Id—sta fr Black-
—90m \$10

Co, Or—sta fr Dalles
stage fr Arlington

ad Co, Mon—UP—
to Garrison

Co, Or—liv fr Rai-

Co, Or—stage fr
ri—12m—\$1

fr Seattle dly ex Sa
to Port Madison

—sta fr Roseburg

Co, Or—stage fr La

Co, Wa—str from
n \$1

Wa—Liv fr Mon-

—sta fr Blackfoot
—97m; fr Bellevue

Wa—Colville 6m

ad Co, Mon—p160
Su 16m—\$1 50 \$2

Co, Or—liv fr Knight

Co, Wa—str fr Seat-

\$5, fr Pt Townsend

an Juan

Co, Id—UP—761m

Mon—sta fr Red
7 50

Co, Or—p 1000—NP

Prepay Freight.

Arlington, Snohomish Co, Wa—Rudd
18m
Arnelle, Fergus Co Mont—Fort Ma-
ginis 16m
Armoning, Cascade Co, Mon, p100★
GN★

*Armsstrong, Or—NGws—40 n \$1 48

Arthur, Multnomah Co, Or—Rowboat
fr Holbrook—4m

Artondeale, Pierce Co, Wa—p 200—str
fr Tacoma SuTuThSat—16m 75c

Asheroff, BC—p200 ★ CP★ 652m—
\$23 50

*Ashfield, Mon—StPM&M—N P to
Helena 1191m \$53 30

Ashland, Custer Co, Mon p1250—sta fr
Miles City MoTh—60m \$2 50

Ashland, Jackson Co, Or★ p3000 ★
SPes★ 841m \$13 85

Ashley, Missoula Co, Mon—str and str
fr Havali MWF—90m \$5 50

Asotin, CH Asotin Co, Wa, p80 ★
sta fr Lewiston ex Su—7m 75c; str
fr Riparia TuSu—84m \$3 75; sta fr
Uniontown 18m \$2 25

Austinholme, Mon★StPM&M—NP to
Helena 967m \$47 00

ASTORIA, CH Clatsop Co, Or★p1000,
Low Col str—98m \$2; round trip,
\$3 str fr Vancouver, B.C., and P S
ports every 4 days—\$18—street cars
fr wharf



Athens, Umatilla Co, Or—p 1000 ★
June UP and O&WT—43m \$9 60—
late Centerville

*Athol, Kootenai Co, Id—NP—417m
\$18 75

*Atlanta, Wa—str fr Seattle ex Sat—
110m; \$1

Atlanta, Elmore Co, Id★p 100—sta fr
Mountain Home tri wly—78m \$12

Autburn, Baker Co, Or, p160—sta fr
Baker City daily 12m \$1

Augusta, Lewis & Clark Co, Mon—
p500—sta fr Cr Jg—39m \$4

Aukeny, Marion Co, Or—sta fr Salem
TuSa—9m 50c

*Aumaville, Marion Co, Or p 100 ★
NGes—60m

Aurora Mills, Marion Co, Or★ p300
SPes★ 27m \$1 13

*Telegraph. • Money Order. ✕ Express. | Dell: ex. Sun. | Not a Post Office. • Prepay Freight.

Austin, Grant Co, Or—sta fr Baker
City 150m \$6 50
Avon, Deer Lodge Co, Mon★p 100★
NP—720m \$35 20
Avon, Asotin Co, Wa—str fr Seattle
Wed Sat★ 70m \$2
Axford, Chehalis Co, Wa—liv fr Ho-
quiam 20m

Consult the Index.

PAGE 141.

*Badger, Douglas Co, Wa—stage fr
Ellensburg Mo—80m \$5; PO Orondo

*Badger, Yakima Co, Wa, p 150—
NP—244m \$10 35

Baker, Gallatin Co, Mon—liv fr Boze
man—40m

Baker City, CH Baker Co, Or★p 4000
• UP★ 357m \$14 27

Bake Oven, Wasco Co, Or—stage fr
Dalles 15m \$5

*Balch's Cove, Wa—str fr Tacoma M
Wf—26m 50c

Balfour, BC—sta and str fr Kootenai,
Id, TuTh—200m \$8

*Ballard, King Co, Wa—S L S & E—
181m \$7 40; Seattle 5m 15c

*Ballston, Polk Co, Or p130★NGws
★ 67m \$1 90

Bandon, Coos Co, Or—sta fr Roseburg
MWF—85m \$8 50; stage from Drains
100m \$9 50

Banner, Boise Co, Id, p150—livery fr
Idaho City—28m

Bannister, Lemhi Co, Id—sta fr Cam-
as 96m \$9

Barnack City, Beaver Head Co, Mon
★p800—sta fr Dillon ex Su—20m \$3

*Bannock, Id—UP—720m—\$31 95

Banyan, Lewis Co, Wa—Boistford 4m

*Barker Mines, Yellowstone Co, Mon
—sta fr Billings ex Su—290m

Barkerville, BC★ p 800 • sta fr Ash-
croft Mo 271m—\$42 50—✕

*Barlow, Clackamas Co, Or—SPes—
25m—\$1 05; PO Canby

*Barnhart, Umatilla Co, Or—UP—
223m—\$8 92

*Baron's Mill, Clackamas Co, Or—
NGes—43m; PO Mt Angel

Barrott, Fergus Co, Mon p100—sta fr
Billings ex Su—67m \$7

*Barratts, Mon—UP—916m—\$41 80

Barron, Jackson Co, Or—liv fr Ash-
land

Barry, Douglas Co, Wa—liv fr Grand
Coulee—16m

*Basalt, Bingham Co, Id—UP—781m
\$34 85

Basin, Jefferson Co, Mon p300★June
NP and MC—504m \$39 40

Basin, Cassia Co, Id p250—sta fr Mini-
doka MWF 55m \$5

Basinski, Custer Co, Mon—sta fr Rose-
bud MoFri—12m \$1

Batemam, Washington Co, Or p100—
sta fr Forest Grove dly—12m 75c

*Bates, Or, Umatilla Co★UP—292m
\$9 80

*Bates, Or—Linn Co—OP—98m
\$3 92

Battle Creek, Oneida Co, Id★UP via
Pocatello★ 750m \$36 75

Battle Ground, Clarke Co, Wa p400—
sta fr Vancouver TuFri—16m 50c

*Battle Ground, Id—sta fr Blackfoot
dly 120m \$10

Bay Center, Pacific Co, Wa p200—ISN
str fr Astoria ex Su—48m \$2 50

Bay City, Tillamook Co, Wa—str fr
Montesano TuSat—35m; \$2; str fr
Cosmopolis TuSat

Bay City, Chehalis Co, Wa—str from
Montesano TuSat—35m \$2; str from
Cosmopolis TuSat

Bay Horse, Custer Co, Id p250—sta fr
Blackfoot dly—17m \$13 50; sta fr
Ketchum dly ex Mo—90m \$12 50

*Baylies, Mon—MC—NP to Helena
770m \$33 20

Bay View, Skagit Co, Wa p200—sta fr
La Conner Tu Th Sat—9m 50c; str
fr Kalama dly—49m \$1

*Bay View, Wa Wahkiakum Co—Low
Col str 78m \$1 50

*Beach, Dawson Co, Mon—NP—
1263m—\$61 30

Beach, Whatcom Co, Wa—str fr Se-
home Th—26m \$1

Beagle, Jackson Co, Or—stage fr Gold
Hill Mo—13m \$1 50

*Bear Creek, BC★CP—776m—\$34 80

*Bear Gulch Mines, Mon—Cinnabar—6m

*Bear's Mouth, Deer Lodge Co, Mon★
p200 ✕ NP 673m \$31 55

Bear Town, Deer Lodge Co, Mon p100
—liv fr Bear Mouth 9m

Beaver, Tillamook Co, Or—liv fr Til-
lamook 17m

Beaver, Clallam Co, Wa—liv fr Pysht
—20m

*Beaver, Bingham Co, Id p300—Bea-
ver Canon Station

*Beaver, BC★CP—793m—\$35 55

*Beaver Canon, Id p300★UP—NP to
Garrison—\$38 70—✕ PO Beaver

*Beaver Hill, Dawson Co, Mon—NP
1248m \$30 55

Beaver Point, BC—str fr Victoria Tu
15m \$1 75

*Beaverton, Washington Co, Or p300
★ O&Cw★ 11m 45c

*Beaverton, Mon—StPM&M—NP to
Helena 1009m \$34

*Bedford, Jefferson Co, Mon p300 ★
NP—786m \$37 10

Beebe, Custer Co, Mon—sta fr Miles
City MWF

*Beef-Straight, Jefferson Co, Mon
—NP—880m \$40 75

Belgrade, Gallatin Co, Mon★NP ✕
843m \$39 15

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- Belkofsky, Alaska—**
 ***Belknap**, Missoula Co, Mon—p800
 —NP—525m \$24
 ***Belknap**, Mon—StPM&M—996m—\$49
 ***Belknap Spring**, Or—stage fr Spring-
 field Mo—60m—\$5
 ***Belle Fourche**, Mon—stage fr Miles
 City MWF—169m \$20
 ***Bellevue**, Choteau Co, Mon—sta fr Uln
 ***Belleve**, CH Logan Co, Id—p2000
 ***Wood Riv BrUP**—674m \$20 75
 ***Bellevue**, Yamhill Co, Or—stage from
 Amity 1 6m 50c
 ***Bellevue**, King Co, Wa p120—str from
 Seattle semi-dly—6m 25c
 ***Bellingham**, Whatcom Co, Wa p150 str
 fr Seattle dly—91m \$2; fr Port Town-
 send Mo We Fri—51m \$1 50 * str fr
 Tacoma—122m \$2 50; mail to Fair-
 haven
 ***Belmont**, Whitman Co, Wa * p175
 S&P—466m \$15 40
 ***Belt**, Cascade Co, Mon—sta fr Great
 Falls; 22m; 1 50
 ***Bemis**, Adams Co, Wa—Ritzville 16m
 ***Bend**, Crook Co, Or—liv fr Prineville
 35m
 ***Bender**, Yakima Co, Wa—NP—
 260m—\$10 35—PO Prosser
 ***Benton**, Mon—p1800—StPM&M—NP
 to Helena 398m \$44 10—PO Ft. Ben-
 ton
 ***Bercall**, Fergus Co, Mon—stage from
 Billings ex Su—80m \$6
 ***Bernice**, Jefferson Co, Mon—MC—NP
 to Helena—805m \$40 55
 ***Berry**, Bingham Co, Id p800—stage fr
 Eagle Rock TuThSat—56m \$350
 ***Berryman**, Walla Walla Co, Wa—UP
 259m—\$10 80
 ***Bertha**, Multnomah Co Or—SPWs—
 6m 25c
 ***Beshany**, Washington Co, Or p450—
 sta fr Portland TuThSat—12m 50c
 ***Bethel**, Or—sta fr McCoy dly 2m 25c
 ***Beulah**, Malheur Co, Or—sta fr Baker
 City via Vale; fr Vale MoTh—65m
 \$6 50
 ***Bickleton**, Klickitat Co, Wa—stage fr
 Goldendale MWF—50m \$4
 ***Big Bar Creek**, BC p80—sta fr Ash-
 croft wily
 ***Big Butte**, Jackson Co, Or p100—sta
 fr Central Point MWF—25m \$2
 ***Big Creek**, Kittitas Co, Wa—NP—
 238m \$11 95
 ***Big Elk**, Meagher Co, Mon—stage fr
 Big Timber MoWeFri—45m \$4 50
 ***Biggs**, Sherman Co, Or *UP—p108m
 \$4 31
 ***Big Horn**, Custer Co, Mon *NP—
 1055m \$35 25
 ***Big Sandy**, Choteau Co, Mon *StPM
 &M—NP to Helena—939m \$46 30
 ***Big Timber**, Park Co, Mon *StPM
 NP—915m \$46 20
 ***Millings**, CH Yellowstone Co, Mon *
 p2000—NP—996m \$47 65
 ***Bingham's**, Wa—str fr Seattle Tu Th
 Birch Bay, Whatcom Co, Wa—sta fr
 Whatcom TuThSat—30m \$1 50
 ***Birch Creek**, Bingham Co, Id p100—
 sta fr Camas; 38m \$4
 ***Birdseye**, Missoula Co, Mon—NP—
 750m \$44 70
 ***Birsville**, Skagit Co, Wa p175—sta fr
 La Connor via Mt Vernon MWF; fr
 Mt Vernon—88m \$3
 ***Birne**, Custer Co, Mon—sta fr Miles
 City MoTh—65m \$8
 ***Bismarck**, Pierce Co, Wa—Tacoma 34m
 ***Black**, Elmore Co, Id—OBL—515m
 \$21 70
 ***Blitter Root**, Missoula Co, Mon—
 M&BRV—NP to Missoula—637m
 \$20 75
 ***Black Diamond**, King Co, Wa p600
 C&PS * 207m \$9
 ***Blackfoot**, CH Bingham Co, Id p1000
 *UP via Pocatello—755m \$33 70
 ***Blackfoot City**, Deer Lodge Co, Mon *
 p100; sta fr Avon TuThSa—7m \$1
 ***Blackhawk**, Meagher Co, Mon p200—
 sta fr Townsend dly—46m \$5
 ***Black Pine**, Mon—sta fr Phillipsburg
 1 10m 50c
 ***Blackman**, Wa—SLS&E—250m \$9 45
 ***Black River Junction**, King Co, Wa
 June NP, PSSS & d C&PS * 175m
 \$7 25
 ***Blaine**, Whatcom Co, Wa p500—sta fr
 Whatcom dly—33m \$1 50; str fr Se-
 attle Tu and Sat 127m \$3 50 * str fr
 Tacoma 175m \$4
 ***Blaine**, Latah Co, Id—sta fr Moscow
 1 8m \$1
 ***Blair**, Mon—StPM&M—NP to Hel-
 ena 1228m \$60 90
 ***Blakeley**, Yellowstone Co, Mon * p100
 *sta fr Black-foot 1
 ***Blalocks**, Gilliam Co, Or *UP—134m
 \$5 33
 ***Blanchard**, Skagit Co, Wa p200—str
 fr Seattle SunTuTh; 111m \$1 50 tele-
 minister
 ***Blanton**, Grant Co, Or—sta fr Baker
 City via Canyon City daily—66m \$8
 ***Blatchford**, Custer Co, Mon—NP—
 1172m \$60 70
 ***Bliss**, Logan Co, Id *UP—504m
 \$38 25
 ***Blitzon**, Harney Co, Or—liv fr Burns
 56m
 ***Blockhouse**, Klickitat Co, Wa—sta fr
 Goldendale TuThSa—7m
 ***Blodgett**, Benton Co, Or—OP 118m
 \$4 52; PO Emeric
 ***Bloomington**, Bear Lake Co, Id p1000
 stage fr Montpelier ex Su—15m 75c
 ***Blossburg**, Deer Lodge Co, Mon p150
 *NP—33m \$30
 ***Blue Bird**, Silver Bow Co, Mon *
 UP—980m \$35 85
 ***Blue Mountain**, Umatilla Co, Or *
 UP—258m \$9 75—PO Milton
 ***Blue River**, Lane Co, Or—sta fr Eu-
 gene Tues—40m \$3 50
 ***Bluff Siding**, Walla Walla Co, Wa
 UP—219m \$8 85
 ***Bly**, Klamath Co, Or *sta fr Linkville
 dly 61m \$3
 ***Blyn**, Clallam Co, Wa—str fr Seattle
 6m
 ***Boise**, Dawson Co, Mon—NP—257m
 ***Boise City**, CH Ada Co, Id p4000 *
 IdCon—UP to Nampa \$21 75
 ***Boles Creek**, King Co, Wa—NP—
 177m—\$7 85
 ***Boise**, King Co, Wa p100—NP
 ***Boistfort**, Lewis Co, Wa p200—liv fr
 Chehalis 13m
 ***Boles Junction**, Walla Walla Co,
 Wa *UP main line with Day Br—
 270m—\$11 30
 ***Bolt**, Jackson Co, Or—sta fr Rockville
 wily
 ***Bonanza City**, Custer Co, Id p400 *sta
 fr Black-foot dly—180m \$16; also fr
 Ketchum dly ex Mon 166m \$15
 ***Bonanza**, Klamath Co, Or p150—sta
 fr Linkville MWF 25m \$2 50
 ***Bonita**, Missoula Co, Mtu p600 *NP
 \$45 30
 ***Bonner**, Ferry Co, Id sta fr Kootenai
 SuTuThFri—32m \$3
 ***Bonner**, Missoula Co, Mon p150 *NP
 640m—\$29 90
 ***Bonneville**, Multnomah Co, Or *UP
 41m—\$1 64 *PO Cascade Locks 4m
 ***Bonville**, Id—sta fr Nampa dly—
 42m \$7
 ***Bonneville**, Or—Wit str—120m \$2 25
 ***Border**, Id—UP—853m—\$36 65
 ***Bothell**, King Co, Wa p300 *SLS & E
 197m \$8 30
 ***Boulder**, Alturas Co, Id—sta fr
 Ketchum MWF—12m \$2
 ***Boulder**, CH Jefferson Co, Mon *
 p2000—Jun NP and MC—795m \$38 95
 ***Boulevard**, Wa * SLS & E * 150m
 \$7 35; Seattle 4m 10c
 ***Bowdoin**, Mon—StPM&M—NP to
 Helena 1072m \$52 85
 ***Bowen**, Beaver Head Co, Mon—sta
 Divide Mo Th—45m \$4
 ***Box Elder**, Choteau Co, Mon—StPM
 &M—NP to Helena—56m \$4 65
 ***Boyd**, Wasco Co, Or, pl—sta fr
 Dalles Tu Th Sa—12m 1 50
 ***Boyer's**, Wa—stage fr Olyn
 22m—\$2
 ***Boseman**, CH Gallatin Co, Mon *
 p5000—NP—K583m—\$40 50
 ***Bradbury**, Columbia Co, Or, p100—
 Low Col str—55m \$1 50; mail to
 Mayer
 ***Bradley**, Deer Lodge Co, Mon—
 NP—714m \$33 60
 ***Brandenburg**, Custer Co, Mon—sta fr
 Miles City MoTh—60m \$2
 ***Brannan**, Washington Co, Id—liv fr
 Weise—35m
 ***Bremer**, Choteau Co, Mon—StPM
 &M—861m \$44 40; sta fr Box Elder
 Bremer, Lewis Co, Va—sta fr Na-
 vine—27m
 ***Brenner's Ranch**, Madison Co, Mon
 stage fr Red Rock—25m \$3
 ***Branta**, Lincoln Co, Wa p250—stage
 fr Sprague MWF 65m—\$6 50; fr
 Deavenport Tu Th Sat—25m \$2 50;
 mail to Sherman

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- Bridal Ve**
 p150 *UP
 ***Bridges**, Can-
 docks MW
 ***Bridge Cree**
 85m \$18
 ***Bridge Cro**
 The Dal
 Ranch
 ***Bridgeport**
 B—er Cit
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 ***Bridgeport**
 mouth, N
 ***Bridgeport**
 13m—52c
 ***Briedwell**
 McMinnvi
 ***Briggs**, Lor
 30m \$3
 ***Brighton**, C
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 ***Brimmon**, J
 beck—7m
 ***Brislin**, I
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 ***Britten**, Bak
 ker City 1
 ***Broadford**,
 fr Bellevue
 ***Broadmead**
 Perrydale
 ***Brockett**,
 Helena 120
 ***Brookway**, D
 Roseburg T
 ***Brookfield**,
 Co
 ***Brookfield**,
 Low Col sta
 ***Brooks**, Mar
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 ***Brower**, Mult
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 ***Brown**, Yak
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 ***Browneborou**
 sta fr Mod
 ***Brownstown**
 ***Brownville**,
 1300—Nue
 ***Brownville**,
 Seattle Mo
 ***Brownstown**,
 sta fr Grant
 ***Bruneau Valle**
 fr Mountain
 ***Brush Prairie**
 sta fr Vance
 ***Bryants**, Or
 ***Buckeye**, v
 to Spokane
 ***Buckley**, Pl
 176m \$7 80
 ***Bucada**, Thur
 \$101m \$4
 ***Buena Vista**,
 str—90m \$1
 daily—2m 2
 ***Buena**, King
 dly—13m 50

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Co, Id p400★
p25 75★
Co, Wa★NP—
p100—NP
Wa p200—liv fr
Walla Walla Co,
with Day Br—
sta fr Rockville
Co, Id p400★eta
180m \$16; also fr
on 165m \$15
Co, Or p150—sta
26m \$2 50
Co, Mcu p500★NP
sta fr Kootenai
\$3
Co, Mon p150★NP
omah Co, Or★UP
ascade Locks 4m
fr Nampa dly—
ll str—120m \$2 25
—853m—\$38 65
Wa p300★SLS & E
Co, Id—sta fr
12m \$2
Co, Mon★
and MC★93m \$385
SLS & E★180m
10c
StPM&M—NP to
\$2 85
and Co, Mon★
5m \$4
Co, Mon★
ene 60m—sta fr
r, pl—sta fr
22m—
ge fr Olyn
allatin Co, Mon★
m—\$40 50
bia Co, Or, p100—
10m \$1 50; mail to
Lodge Co, Mon—
ter Co, Mon—sta fr
—50m \$2
xton Co, Id—liv fr
au Co, Mon—St PM
r, sta fr Box Elder
17m \$7 50
a, Madras Co, Mon
ck—25m \$3
Co, Wa p250—sta fr
WF 68m—\$6 50; fr
th sat—25m \$2 50
n

Bridal Veil, Multnomah Co, Or★
p150★UP—25m \$1 12
Bridge, Cassia Co, Id—stage fr Mini-
doka MWF—44m \$4
Bridge Creek, BC—sta fr Ashcroft Mo
85m \$13 50
[Bridge Creek, Crook Co, Or—sta fr
The Dal es—112m \$12 50; PO Burnt
Ranch
Bridgeport, Baker Co, Or—p 200—sta fr
B—City MWF—25m \$3 00; sta fr
Ontario MWF
Bridgeport, Polk Co, Or—via Mon-
mouth, NGWs
Bridgeport, Wash. Co, Or—Tualitan
13m—52c
[Briedwell, Or★ NGWs—40m—PO
McMinnville
Briggs, Logan Co, Id—sta fr Bliss Tu
30m \$3
Brighton, Chouteau Co, Mon—Cho-
teau 25m
Brinson, Jefferson Co, Wa—liv fr Sea-
beck—7m
[Briabla, Park Co, Mon—NP—398m
\$43 65
Britten, Baker Co, Or—sta from Baker
City 1 20m—\$2 50
[Broadford, Logan Co, Id p400—sta fr
Bellevue 25c; mail to Bellevue
[Broadmead, Or—NGWs—49m—PO
Perrydale
[Broadmont, Mon★StPM&M—NP to
Helena 130m \$59 75
Brookway, Douglas Co, Or—stage fr
Roseburg TuThSat—10m 50c
[Brookfield, Or—Low Col strs 82m \$1 50
Brookfield, Wahkiakum Co, Wa p100
Low Col strs—82m \$1 50★
Brooks, Marion Co, Or★O&Ces—44m
\$1 79
Brower, Multnomah Co, Or p100—liv fr
Bridal Veil 4m
[Brown, Yakima Co, Wa—liv fr Pros-
ser 11m; mail to Prosser
Brownborough, Jackson Co, Or p100
sta fr Medford MWTh—20m 25c
Browntown, Or—Allhouse 6m
Brownsville, CH Linn Co, Or★
p300—Nues—104m★
Brownsville, Kitsap Co, Wa—str fr
Seattle MoWeSa—15m \$1
Browtown, Josephine Co, Or p100—
sta fr Grant's Pass 1 83
Bruneau Valley, Owyhee Co, Id p350 sta
fr Mountain Home MWF; 22m \$2 50
Brush Prairie, Clarke Co, Wa p250—
sta fr Vancouver TuFri—10m 50c
[Bryants, Or★P&WV—11m 42c
[Buckeye, Wa—SF&N—UP and NP
to Spokane Falls 393m \$17 85
Buckley, Pierce Co, Wa p1200★ND
17m \$7 50
Bueda, Thurston Co, Wa—p1000★NP
p2101m \$4 05
Buena Vista, Polk Co, Or p250—WJ
str—90m \$1 50; also sta fr Parker's
daily—2m 25c
Buena, King Co, Wa—str fr Tacoma
dly—12m 50c
Buffalo, Fergus Co, Mon p200—sta fr
Billings 1 10m \$9
Buffalo Creek, Mon—stage fr Custer
dly—83m \$11
Bullion, Alturas Co, Id p250★sta fr
Hailey dly—8m \$1; mail to Hailey
[Bull Mountain, Custer Co, Mon—
NP—1023m \$52 10
Burlington, Silver Bow Co, Mon p300
★sta fr Butte dly—8m 20c
Burgoyne Bay, BC p100—CP str from
Victoria MWF; str fr Nanaimo Sat
Burke, Shoshone Co, Id★p1100★
CdAR&N—491m \$24 30
Burnett, Pierce Co, Wa p300★NP
160m—\$7 65
Burns, CH Harney Co, Or p350★sta
fr Vale 1 12m \$13 50; sta fr Har-
ney dly—180m \$15; sta fr Ontario
150m \$15; sta fr Baker City dly—
175m \$20
Burnt Ranch, Crook Co, Or—sta from
Dalles Tu Th Sa—110m \$10 50
Burnt Woods, Washington Co, Or—
stage fr Forest Grove TuThSat
Burrard Inlet, BC★CP str from Victo-
ria
Bush Prairie, Pierce Co, Wa—O&
CV—NP to Tenino—113m \$6 35
Butler, Lewis & Clarke Co, Mon★
NP—744m—\$36 40
Butler, Kitsap Co, Wa p200—str fr
Seattle—10m 50c
Butte City, CH Silver Bow Co, Mon
p10,701★June NP, MC and UP★N
P to Garrison—77m \$35 55; UP via
Pocatello—955m \$35 55; NP and MC
via Helena—831m \$40 90
Buttes, Mon—sta fr Custer MWF—
\$1 75
[Butte Smelter, Silver Bow Co,
Mon—MU—NP to Garrison—992m
\$35 85
Butteville, Marion Co, Or p175★Wil-
str 20m 50c; sta fr Aurora Mills
daily—5m 50c; telephone fr Aurora
Mills
[Buxton, Mon—UP—981m—\$45 50
Duxton, Washington Co, Or—sta fr
Forest Grove semi-wkly 16m 75c;
fr Cornelius MWF—19m \$1
Bynum, Chouteau Co, Mon—sta fr Ullr

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[Cabinet, Kootenai Co, Id★NP—
478m \$21 80
Cable, Deer Lodge Co, Mont p100—
stage fr Anaconda dly—13m \$3
Cache Creek, BC★sta fr Ashcroft
MWF—6m—\$1
[Cady, Shoshone Co, Id—Lola 74m;
mail to Weippe
[Cairo, Mon—StPM&M—NP to Hel-
ena 977 n \$45 60
[Calais, Mon—St P M & M—N P to
Helena 1218m \$60 20
Caldwell, Ada Co, Id★p800★UP—
477m \$19 80★
[Caleb, Id—stage fr Blackfoot ex Su
30m \$12 50
Caleb, Grant Co, Or—sta fr The Dalles
TuThSat—130m \$14
Callispell, Stevens Co, Wa—sta fr Spo-
kane Falls Sat—61m \$6
[Calloways, Or—SPWs—89m \$3 55
[Calvin, Jefferson Co, Mon★NP—
808m \$39 60
[Calvin, Id—UP—774m—\$34 70
Camas, Bingham Co, Id p400★UP via
Pocatello—819m
Camas Valley, Douglas Co, Or—stage fr
Roseburg MWF—25m \$1
Cameron, Nez Perces Co, Id—sta fr
Lewiston MWF—30m \$2
Cameron, Madison Co, Mon—Ennis
41m
Camp Creek, Lane Co, Or—stage fr
Springfield—Mol2m; also fr Eugene
Tu—15m
Camp Hardy, Or—Dalles—280m
Camp Harney, Harney Co, Or—See
Harney
Camp Folk, Polk Co, Or—see Sisters
Camp Watson, Grant Co, Or—see
Caleb
Camphor River, Mon—stage fr Glen-
dale—140m—\$17
Canal Rock Mines, Lane Co, Or—trail fr
Rock Creek
Canyon, Clackamas Co, Or p100★SPes
★23m 90c
[Cannemah, Clackamas Co, Or—sPes
—10m 65c
[Canon, Kittitas Co, Wa★NP—261m
\$13 25★
[Canon, Umatilla Co, Or—O&WT—
UP to Wallula—226m—\$9 20
Canton, Meagher Co, Mon—stage fr
Townsend ex Su—9m \$1
Canyon, Klickitat Co, Wa—liv fr
Blockhouse—10m
Canyon City, CH Grant Co, Or★p500
★stage from Baker City 1 90m \$10;
also fr Dalles MWF—270m \$18★fr
Espner 1 50m \$5
Canyon Creek, Lewis & Clarke Co,
Mon—sta fr Helena MWF 20m \$1 50
Canyon Ferry, Meagher Co, Mon—sta
fr Helena MWF—20m \$2
[Canyonville, Or—sta fr Riddles daily
ex Mo—6m 75c
[Cape Flattery, Wa—str fr Pt Town-
send Mo; 80m \$4
Cape Horn, Skamania Co, Wa p150—
Mid Col str160m \$1
[Capitol Mine, Linn Co, Or—trail fr
Rock Creek
Caples, Cowllitz Co Wa—Columbia
City—2m
Carasco, Chouteau Co, Mon★p500—sta
fr Chinook—25m \$1 50
Carbon, Missoula Co Mon
[Carbon, Shoshone Co, Id—stage fr
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Glenclen
Gt. Falls
*Clenton,
27m—\$3
to Johns
*Cleone,
12m 60c
*Clifton,
1017m \$6
Cleveland,
Oakland
Cleveland,
Goldens
Cleveland,
Oxford M
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Lingston
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Coal Banks
Coal Harbo
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Coal Spur
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liv fr Ovando 15m
p150—sta from
Mon—Park Br
ston—908m \$44 15
C str fr Tacoma
tp \$100
r Lillooet
—704m—\$37 40
CP str fr New
Efrl—49m—\$1
Co, Wa—p150—
—7m 50c
UP—848m—\$38 10
Co, Mon, p 150—
Helms—909m \$45
n Co, Or★OP★SF
\$5 62
—str fr Hope—30m
rante dly—21m \$3;
unite—15m \$1
Co, Mon p250 ★ fr
\$5 50 ★
Co Mon—sta fr Big
n \$8
Co, Or—liv from Cot
n \$7 25
g Co, Wa p200—NF
F&S—6m 45c
Co, Mon ★ Park Br
ngton★496m \$45 70
—497m—\$20 75
amas Co, Or p200—
am Co, Wa—special
nsend
n Co, Mon ★ p200—
to Prickly Pear—
BC★CP—717m—\$31 75
Co, Wa—livery from
sta fr Big Timber Mo
amas Co, Or—liv from
Kootenai Co, Id—NP
a fr Phillipsburg dly
Mon—sta fr Red
6m \$2
—stage fr Baker City
omah Co, Or—UP—
erson Co, Mon—NP—
mbia Co, Or—Lowet
—76m—\$1 75
Wa—liv fr Winlock 80
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Blackfoot dly—175m \$13 50; from
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Clendenin, Meagher Co, Mon—sta fr
6c, Falls dly—64m \$0 50
Clenton, Whitman Co, Wa—Almota
27m—\$3; also via Moscow 7m; mail
to Johnson
*Clonoe, Multnomah Co, Or—UP—
12m 60c
*Clermont, Custer Co, Mon—NP—
1017m \$51 80
Cleveland, Douglas Co, Or—sta from
Oakland Tu Sat—16m \$1 50
Cleveland, Klickitat Co, Wa—sta fr
Goldendale MWF—45m \$3 50
Cleveland, Bingham Co, Id—sta from
Oxford MWF—20m \$2
*Cleveland's, Wa—Low Col str—55m
\$1 50
Clifford, Mon—stage and boat fr Ra-
valli MWF—87m \$5 50
Clifton, Clatsop Co, Or★Low Col str
daily—77m—\$1 50
Clifton, Oneida Co, Id p350—sta from
Oxford TuThSat—5m 75c
Clifton, Mason Co, Wa p300—liv fr Port
Orchard 12m
*Climes, Walla Walla Co, Wa—O&WT
—UP to Wallula—247m \$10 25
Clinton, Missoula Co, Mon★NP★
650m—\$30 60—Wallace PO
Clinton, Wa—str fr Seattle dly ex Su
30m; \$1
Clinton, BC★sta fr Ashcroft MWF★
32m \$5
Closs Junction, Mon★NP—743m
\$5 25
Clover Valley, BC★sta fr New West-
minster Sat 12m \$1
*Cllyde, Walla Walla Co, Wa—O&WT
—UP to Wallula—248m \$10 30
Clyde, Bingham Co, Id p300—stage fr
Camas Tu Th—Sat 25m
Clyde Park, Park Co, Mon—sta from
Livingston TuSat—18m \$1 50
Clymer, Marion Co, Or—sta fr Macleay
14m 25c
*Coal Banks, Mon★Billings 3m
*Coal Harbor, BC—CP—CP str fr Vic-
toria
*Coal Spar, Gallatin Co, Mon—NP—
888m \$42 90
Cobbie Hill, BC★E&N★293m \$11 50
Coburg, Lane Co, Or p200★NGes★
123m
*Coburg, Wa—str fr Olympia Tu—15m
*Cochrane, Or—NGW—67m \$2 40
PO Monmouth

*Cocolalla, Kootenai Co, Id★NP—
432m \$19.0
Coeur d'Alene City, Kootenai Co, Id
★p700★NP★
Coeur d'Alene Mines, Id—sta fr Thomp-
son Falls 135m; also via Coeur
d'Alene City
Cokedale, Park Co, Mon—p250—sta fr
Livingston dly—8m \$1 50
Colby, Kitsap Co, Wa—str fr Seattle
12m \$1
Cold Springs, Jefferson Co Mon—
Cold Spring, Id—sta fr Red Rock, Mon,
dly—45m \$5
*Cold Springs, Or—UP—198m \$7 90;
PO Umatilla
*Cole, King Co, Wa★NP—218m \$10 05
Cole's Valley, Douglas Co, Or p 200—
sta fr Roseburg TuThSat—18m \$1
Coleta, Spokane Co, Wa p150—rall fr
Spokane Falls—25m
Colfax, CH Whitman Co, Wa★p2500
★UP★361m \$15 90
Colgate, Dawson Co, Mon—NP—
1214m
*Collins, Wa—F&S—20m; Mid Col str
17m \$2 25
*Collis, Walla Walla Co, Wa—O&WT
—UP to Wallula—262m \$11
*Colorado Smelter, Mon—MU—991m
\$35 85
Colson, Bingham Co, Id—special from
Challis 55m
Colton, Whatcom Co, Wa p300★S&P
★504m \$20 85
*Columbia City, Columbia Co, Or—
NP—31m 75c; also Low Col str—
29m 50c
Columbia Lakes, BC—str fr Golden
MoTh; rd trip \$6
Columbus, Klickitat Co, Wa p225★
stage fr Grant's Jaily—3m 50c
Colville, CH Stevens Co, Wa p700★
SF&N—UP and NP to Spokane Falls
—463m \$21 10
Colwood, BC—liv fr Victoria 8m
*Comas Prairie, Wa—sta and ferry fr
Hood River—30m
Comet, Jefferson Co, Mon p300★liv
fr Wickes 4m; mail to Wickes
Como, Missoula Co, Mon—stage from
Grantdale TuThSat—8m \$1 50
Comox, BC p400★str fr Victoria Tu
\$4 50; fr Nanaimo Th
*Comstock, Douglas Co, Or★O&Ces★
157m \$6 13
Conant, Cassia Co, Id—stage fr Mini-
doka 145m \$4 50
Concedly, CH Okanogan Co, Wa—
sta fr Coulee City 8m \$10; sta and
str fr Ellensburg MoTh—150m \$21
*Condon Ferry, Wa—sta fr Davenport
MoTh
Condon, Gilliam Co, Or—stage fr Ar-
lington ex Su—40m \$4
*Cone, Or—sta fr Union dly 10m 50c
*Conemah, OR★SFs—16m 61c
*Coned Gulch Mine, Mon—stage from
Townsend ex Su—9m—\$1
*Conlin, Custer Co, Mon—NP—1198m
\$58 05
Connell, Franklin Co, Wa★Junc
tion NP and UP—265m \$11 15

Connor Creek, Baker Co, Or p150—sta
fr Weatherby MWF—19m \$1 50
Conlention, Gilliam Co, Or—stage fr
Arlington Tu Fri—\$7 50
Conway, Custer Co, Mon—NP
Cooke, Park Co, Mon p500★sta from
Cinnebar MWF—60m \$6
*Cooe City, Coos Co, Or—sta fr Rose-
burg 16m \$6 50; stage fr Drains—
95m \$8 50
Copalis, Wa—Damon 15m
*Coppel, Walla Walla Co, Wa—O&WT
—266m \$11 20
Coquille, Coos Co, Or p500★stage fr
Roseburg ex Su—61m \$6 50; stage fr
Drains—100m \$9
Cora, Cascade Co, Mon—sta fr Billings
ex Su—185m \$18; Armstrong 44m
Cora, Lewis Co, Wa—p 250—liv from
Chehalis 7m
*Corbin, Jefferson Co, Mon—p150—
Wickes Br NP via Prickly Pear—
788m—\$37 25
*Corbel, Mon—sta fr Red Lodge Mo
Th—\$5
*Correll, Wa—sta fr Dayton dly 10m \$1
Cornfield, BC★p100★liv fr Koksilah 1m
Cornelius, Washington Co, Or p750★
SPws★24m 96c
Cornucopia, Union Co, Or p700—sta
fr Baker City dly—45m \$6; stage
fr Union MWF—60m \$6
Cornwall, Latah Co, Id—sta fr Moscow
TuFri—6m \$1
Corral, Logan Co, Id—sta fr Bellevue
MWF—47m \$5; fr Hailey dly 40m \$4
Corvallis, CH Benton Co, Or★p2500
★SPws—96m \$3 36; OP via Albany
\$3 67; also Wil str 114m \$2
Corvallis, Missoula Co Mon p200★sta
fr Riverside 15m 50c
Cosmopolis, Chehalis Co, Wa★p250★
str fr Aberdeen 13m 25c★
Cottage Grove, Lane Co, Or★p 350
★SPes★143m \$5 79
Cottonwood, Idaho Co, Id—sta from
Lewiston daily—60m \$6; sta from
Uniontown, Wa 45m \$4
Cottonwood, Fergus Co, Mon★p200—
stage fr Billings 125m \$10; from
Great Falls 114m \$9
*Coulee City, Douglas Co, Wa p200—
Wash. Cent. fr Cheney \$11
*Coulter's Camp, Wa—str fr Tacoma
Mo Fri—34m \$1 50
Council Valley, Washington Co, Id—
sta fr Weiser MWF—65m \$5
Coupeville, CH Island Co, Wa p250—
str fr Seattle 156m \$1; also str fr
Port Townsend 12
*Coutlie, BC—sta fr Spence's Bridge
Th 40m \$5★
Cove, Union Co, Or p250—stage from
Union daily—9m 75c
Cove, Whitman Co, Wa—livery from
Sprague—20m
Covello, Columbia Co, Wa★sta from
Dayton 10m \$1
Cowichan, BC★str fr Victoria TuFri
23m \$1 75

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Cowiche, Yakima Co, Wa—p100—North Yakima 16m
 Cowlitz, Lewis Co, Wa p100—stage fr Winlock 1 5m \$1
 [Cowlitz Prairie, Wa—Low Col str—M Th; also via Winlock—8m—50c
 *Coyote, Or ★ UP—170m—\$8 80; PO Castle Rock
 Crab Creek, Lincoln Co, Wa—stage fr Sprague MWF—10m 75c
 *Crabtree, Mon—UP—OSL—890m \$40 50
 *Crabtree, Or—NGes—84m
 Cracker Creek, Baker Co, Or—sta fr Baker City dly—87m \$4
 Craig, Lewis & Clark Co, Mon★p100 MC—NP to Helena—804m \$39 40
 *Craigillachie, BC★CP—698m \$30 75
 Cranbrook, BC—str and sta fr Golden MoTh 187m 818
 Crane, Washington Co, Id—liv from Weiser 45m
 *Cranoor, Or—SPes—87m \$3 55; PO Lebanon
 [Crater, Id—UP—794m—\$35 65
 [Crater, Crook Co, Or—sta fr The Dalles via Prineville wily 167m \$17 50
 Crawford, Boise Co, Id p250—sta fr Boise City—95m \$7 50
 Crawfordville, Linn Co, Or p100—sta fr Halsey dly—12m 50c
 *Crescent, Lincoln Co, Wa p200—SF&N—UP and NP to Spokane Falls—383m \$17 60
 [Crescent, Crook Co, Or—livery from Mitchell—20m; mail to Mitchell
 Crescent, Jefferson Co, Mon—stage fr Rimini dly—7m 50c
 *Creston, Lincoln Co, Wa—NP—487m \$19 85
 Creswell, Lane Co, Or p300★SPes—185m \$5 40
 *Crest, Wa—UP—358m \$15 80
 [Crevice Gulch Mine, Mon—Cinnabar 6m—\$1 50
 Erichton, Logan Co, Id—p100—sta fr Bellevue TuThSa \$3; fr Hailey TuThSat 25m \$2 50
 Crimea, Killekitat Co, Wa—ferry from Umatilla, Or 2m
 [Crocker, Pierce Co, Wa★NP—176m \$7 80
 Crook, Crook Co, Or—sta fr Dalles Tu 144m \$12
 [Crose Keys, Crook Co, Or—stage from Dalles 175m \$7 50
 [Cross Hollows, Or—sta fr The Dalles TuThSa—6m \$6
 Croston, Marion Co, Or—sta fr Salem 17m 50c
 *Crotalus, Id—P—544m—\$23 20
 Crow, Lane Co, Or—stage fr Eugene weekly—12m \$1 50
 Crow Agency, Indian Res, Mon p200★sta fr Custer dly—41m \$6

[Crow Creek, Mon—sta fr Toston 18m \$1 50; sta fr Miles City Wed Fri—91m \$10 75
 Crowley's, Polk Co, Or—SPws—67m \$2 05
 Crown Rock, Gilliam Co, Or—stage fr Dalles wily—75m \$7 50
 Croy, Sherman Co, Or—liv fr Bialock 10m
 [Cruse, Lewis & Clark Co, Mon—NP 754m \$35 50
 [Crystal, Id—sta fr Blackfoot 192m \$16
 *Calbertson, Mon★St P M & M—NP to Helena 1232m \$60 90
 Cuitay, Choteau Co, Mon—Fort Benton 42m
 *Cammings, Wa—UP—217m—\$37 70
 Currinsville, Clackamas Co, Or p200 sta fr Portland MWF—26m \$1 25
 [Cushing, Clackamas Co, Or—stage fr Clackamas TuFri 4m 25c; PO Logan Custer, Id p400—sta fr Blackfoot dly 202m \$16; fr Ketchum 110m \$16
 [Custer, Yellowstone Co, Mon★NP★1065m—\$50 60; PO Blakeley Custer, Whatcom Co, Wa—stage from Whatcom TuFri—34m \$2 50
 [Custer's Battle Ground, Mon—sta fr Custer dly—58m—\$8 25
 Cutler, Custer Co, Mon—sta fr Miles City WeTh—9m \$1
 Cypress, Skagit Co, Wa—str fr Guemes MWF—7m 50c

Dawes, Mon p150★St P M & M—NP to Helena 996m \$40—See Ft Belknap
 [Day's, Wa—SL&E—201m—\$8 55
 Day's Creek, Douglas Co, Or—p250—sta fr Riddles via Canyonville tri-wily—14m
 Dayton, Yamhill Co, Or★p400★NGws—82m \$1; also Will str—45m \$1
 Dayton, CH Columbia Co, Wa★p2200★UP and O&WT★27m \$11 80
 [Dayton Junction, Yamhill Co, Or—NGws—83m \$1 26
 Dayville, Grant Co, Or p150—stage fr Dalles MWF—160m \$17 50
 Beadwood, Lane Co, Or p100—stage fr Eugene MoTh—41m \$4
 Dean, Snohomish Co, Wa p200—stage fr Snohomish TuThSat—11m \$1
 Dearborn, Lewis & Clark Co, Mon★sta fr Craig 14m \$1 50
 Deception, Skagit Co, Wa—str fr Seattle dly ex Sat★80m \$1
 Dechutes, Sherman Co, Or—str from The Dalles MoWeFri
 *Deep Creek, Spokane Co, Wa p110—NP★UP to Wallula★884m \$17 15—PO Deep Creek Falls
 Deep Creek Falls, Spokane Co, Wa p110★NP★UP to Wallula—884m \$17 15—Deep Creek station
 Deep River, Wahkiakum Co, Wa p250—str fr Astoria TuSa 12m 50c
 Deerfield, Fergus Co, Mon—sta fr Ft Benton MWF—70m \$10
 *Deer Island, Columbia Co, Or—NP—33m 75c
 Deer Lodge City, CH Deer Lodge Co, Mon★p2000★UP via NP to Garrison—740m \$33 85
 *Deer Park, Spokane Co, Wa—S F & N—UP and NP to Spokane Falls—402m \$18 05
 De Lamar, Owyhee Co, Id—sta from Nampa dly—48m \$3 50; telephone fr Boise
 Delaney, Wa—UP—300m \$12 85
 Delano, Pierce Co, Wa—str fr Tacoma daily ex Thu—50c
 Dell, Malheur Co, Or—stage fr Baker City MWF—55m \$8; also fr Ontario MWF
 *Dell, Beaver Head Co, Mon—UP—NP to Garrison—884m—\$40 20
 Delta, Shoshone Co, Id p150★stage fr Wallace dly—14m \$2; telephone to Murray and Wardner
 Delta, Whatcom Co, Wa—liv fr Whatcom—25m
 Demersville, Missoula Co, Mon—sta and str fr Ravalli daily—83m \$5 50
 Denning, Whatcom Co, Wa—livery fr Bagley Station—9m
 Delmore Springs, Sherman Co, Or—sta fr Grants 17m \$1 25—PO Moro
 *Dempey, Deer Lodge Co, Mon—MU—NP to Garrison—74m \$34 25
 Dencer, Marion Co, Or—liv fr Salem—6m

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*Dalley's, Park Co, Mon—NP—916m \$44 70
 Dairy, Klamath Co, Or—SPws—70m \$2 80
 Dairy, Owyhee Co, Id—sta fr Jordan Valley, Or Wed—20m \$3. See Jordan Valley
 Dalay, Stevens Co, Wa—sta fr Marcus TuThSat—27m \$2 50
 Dale, Washington Co, Id—sta fr Weiser via Council Valley Tu—110m \$0
 Dallas, Polk Co, Or★p1200★NGws—63m \$2 25
 [Daly's, Mon—UP—918m \$41 00
 Damasacus, Clackamas Co, Or p290—sta fr East Portland MWF—14m 75c
 Damon Point, Chehalis Co, Wa—str fr Hoquiam We—18m \$1 25; sta and str fr Olympia tri-wily
 Darby, Missoula Co, Mon—stage from Grantsdale TuThSat—14m \$2
 Davenport, Lincoln Co, Wa★p800★June NP and SL&E—UP to Wallula—415m \$18 75
 [Davisville, Or—RRV—830m

Denmark, Roseburg
 Drains—1
 [Denny, W
 *Dennys, UP and 405m \$18
 Denton, Benton
 [Departure
 [Berry, Or
 *Derringer, 199m \$7 2
 *Des Chutes
 [Des Chutes, Dalles tri-
 Desert, Crook
 ville—17m
 [Deskins, Or
 Mo Th—6
 [Desmet, M
 627m \$29
 Desmet Mills
 fr Farming
 Des Moines, coma 177
 Dewatto, Ma
 tie MWF—
 Dewey's, Bea
 sta fr Divis
 Dexter, Lane
 14m 75c
 Diamond Chi
 p200—stage
 \$2; also fr
 Diamond, Ha
 tario MoTh
 well, Cal ,
 *Diamond, W
 353m \$15 45
 Dickey, Custe
 142m \$5 50
 140m \$10
 *Dillard, Do
 308m \$3 87
 Dilley, Wash
 8Pws—28m
 Dillon, CH I
 p1300★UP
 \$39 65
 Dilworth, Far
 Lodge Mo
 *Dingle, be
 437m—\$37 8
 *Divide, Silve
 966m \$44 30
 *Divide, Or
 Latham
 *Divide, Wa
 Dixie, Washi
 Dixie, Id—sta
 8u—10m—
 Dixie, Walla
 O&WT—UP
 \$10 65
 *Dixon, Cu
 1611m—\$65
 Dixon, Garde
 crov MWF—
 TuThSa—11

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Denmark, Curry Co, Or p200—sta fr
Boseburg ex Sun—103m \$10; sta fr
Drains—123m \$11
|Denny, Wa—C&P8—209m—\$0 25
*|Dennys, Lincoln Co, Wa—SL&E
—UP and NP to Spokane Falls—
406m \$18 50
Denton, Fergus Co, Mon—sta fr Fort
Benton MWF—61m \$0 50
|Departure Bay, BC★Victoria 73m
|Derry, Or★O&Cws—70m—\$2 50—
*|Derringer, King Co, Wa—NP—
159m \$7 25; PO Norwood
*|Des Chutes, Or—UP—104m \$4 16
|Des Chutes Bridge, Or—stage from
Dalles tri-weekly—25m—\$3
Desert, Crook Co, Or—liv from Prine-
ville—17m
|Deskins, Or—stage from Gold Hill
Mo Th—60m
|Desmet, Missoula Co, Mon—NP—
627m \$22 25
Desmet Mission, Kootenai Co, Id—liv
fr Farmington or Tekoa, Wa—8m
Des Moines, King Co, Wa—str fr Ta-
coma; 17m 25c
Dewatto, Mason Co, Wa—str fr Seat-
tle MWF—20m \$1
Dewey's, Beaver Head Co, Mon p100—
sta fr Divide dly—8m \$1
Dexter, Lane Co, Or—sta fr Goshen
14m 75c
Diamond City, Meagher Co, Mon ★
p200—stage fr Townsend dly—20m
\$2; also fr Helena MWF 40m \$4
Diamond, Harney Co, Or—sta fr On-
tario MoTh—215m \$21; fr Fort Bid-
well, Cal., wklly—134m \$14
*|Diamond, Whitman Co, Wa—UP—
353m \$16 45
Dickey, Custer Co, Id—sta fr Ketchum
142m \$5 50; from Blackfoot daily—
140m \$10
*|Dillard, Douglas Co, Or p150—S Pes.
208m \$8 37
|Dille, Washington Co, Or—p100—
S Pes—23m \$1 12
|Dillon, CH Beaver Head Co, Mon ★
p1300—UP—NP to Garrison—435m
\$39 85
Dilworth, Park Co, Mon—sta fr Red
Lodge MoTh—12m \$1 50
|Dingle, Deer Lake Co, Id—UP—
437m—\$37 80
|Divide, Silver Bow Co, Mon★UP—
906m \$44 30
*|Divide, Or—S Pes—148m \$5 97—PO
Latham
|Divide, Wa—UP—224m \$9 05
Dixie, Washington Co—
Dixie, Id—sta fr Mountain Home ex
Su—15m—\$3 50
Dixie, Walla Walla Co, Wa p200 ★
O&WT—UP to Walla Walla—256m
\$10 65
*|Dixon, Custer Co, Mon—NP—
1161m—\$55 70
Dixons, Garfield Co, Wa—sta fr Pom-
eroy MWF—12m \$1; stage fr Almo-
TuThSa—11m \$1

Dodson, Choteau Co Mon ★8PM&M
—NP to Helena 1044m \$51 45
*|Dodson's, Or—UP—37m—\$1 47
Doe Bay, San Juan Co, Wa p125—str
fr Port Townsend TuThSa
Dog Creek, BC—sta fr Ashcroft Mo—
90m \$11 50
Dolph, Tillamook Co, Or—stage from
Sheridan TuSa—31m \$1 75
Donald, BC p400—CP—\$05m—\$36 15
Doniphan, Logan Co, Id p150—sta fr
Hailey dly—12m \$1 50
Dora, Coos Co, Or—sta fr Roseburg 1
42m \$5
Dorman, Umatilla Co, Or—liv fr Alba,
17m
|Dotyville, Linn Co, Or—liv fr West
Scio—6m; mail to Scio
Dot, Klickitat Co, Wa—sta fr Gold-
endale MWF—35m \$2 50
*|Douglas, Morrow Co, Or—UP—
172m \$6 37
Douglas, Wa—sta fr Davenport MoTh
135m \$7
Douglas, Alaska—PC str fr Tacoma
semi-monthly—rd tp—\$100
Douglas Lake, BC—sta fr Kamloops
Mo—60m \$5
*|Douty, Pierce Co, Wa—NP—181m
\$5 05
Dover, Clackamas Co, Or—livery fr
Clackamas—18m
*|Downey, Id—UP—771m—\$34 55
*|Downing, Or—UP—255m \$9 70
|Downs, Or—NGEs—51m \$1 00—PO
Mt Angel
*|Dow Siding, Wa—SL&E—209m—
\$8 95
Dragon, Wa★SF&N★Spokane Falls
134m
Drain, Douglas Co, Or ★p400—S Pes
★161m \$8 49
Draper, Jackson Co, Or—p100—liv fr
Gold Hill 10m
Drewsey, Harney Co, Or—sta fr On-
tario 101m \$9 50
|Drum Lummon Mine, Mon—stage fr
Helena daily—21m—\$2 50
|Drummond, Deer Lodge Co, Mon★
p200—NP—686m \$32 20
*|Dry Creek, Id—UP—831m \$37 55
*|Dry Creek, Walla Walla Co, Wa ★
O&WT—UP to Walla Walla—258m \$10 30
|Dry Fork, Mon★STP&M—NP to
Helena 930m \$44 25
*|Drynock, BC—CP—519m—\$21 85
Dubois, Ada Co, Id—Payette 15m
DuBuque, Fergus Co, Mon—sta fr Belt
40m \$3 50
Duck & Pringles, BC—stage fr Savo-
na—40m—\$3
|Ducks, BC★CP—614m—\$26 60—
|Dudley, Fergus Co, Mon—liv fr Lew-
istown 15m; mail to Lewiston
Dufur, Wasco Co, Or—p200—stage fr
Dalles TuThSa—15m \$2

*|Duncan, Missoula Co, Mon★NP—
582m \$27
|Duncan's, BC★E&N★302m \$12 PO
Quamiah
|Dundee Junction, Yamhill Co, Or★
p120—NGWs—25m \$1
Dungeness, Wa★See New Dungeness
|Dunkleberg, Deer Lodge Co, Mon-
Gold Creek—11m; mail to Warm
Springs
|Dupuyer, Choteau Co, Mon—stage fr
Ulm Sat—78m \$8
|Durham, King Co, Wa p500—NP—
191m \$8 55
|Durie's Camp, Wa—str fr Tacoma Th
|Durkee, Or★UP★384m—\$15 36
|Dwamish, Wa—Seattle 4m
*|Dyer's, Mon—UP—908m \$14 40

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Eadonia, Wa—Toledo—4m
|Eagle City, Id p100★sta fr Thompson
Falls 35m \$7
|Eagle Cliff, Wa—Low Col str; 64m \$1 50
Eagle Creek, Clackamas Co, Or—p100
sta fr E Portland MWF—30m \$1 25
*|Eagle Grove, King Co, Wa★NP—
192m \$3 30
|Eagle Harbor, Wa—str fr Seattle ex
SatSu—8m \$1
Eagle Point, Jackson Co, Or—p200—
sta fr Medford MoWeTh—12m \$1 50
sta fr Central Point MWF—12m \$1
Eagleton, Lewis Co, Wa—Fayette 5m
|Eagle Valley, Or—stage fr Baker City
MWF—45m—\$4
Earl, Lincoln Co, Wa—sta fr Sprague
MWF—36m \$3; stage fr Davenport
Tu Th Sat
|Earle, Mon—UP—948m \$43 35
*|Earle, Wa—SL&E—205m—\$8 70
|Earncliff, Cassia Co, Id—p100—stage
fr Minidoka MWF—65m \$6 50; mail
to Bridge
|East Butte, Silver Bow Co, Mon—
NP—763m
|East Helena, Lewis & Clarke Co, Mon
p600 ★MC—NP to Helena—764m
\$37 50
*|Eastland, Or—UP—241m—\$0 50
|Easton, Kittitas Co, Wa★NP★240m
\$12 20
|East Pacific Mine, Mon—stage from
Haccer dly—7m \$1
|East Portland, Multnomah Co, Or★
SP★p15,000★Ferry from Portland
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***East Side Junction**, Or—NGes—59m
East Sound, San Juan Co, Wa p100*
—str fr Seattle MoTh—30m \$3; from
Port Townsend MTuF—8m 50c
***East Spokane**, Wa—UP—37m \$16 50
East Wellington, BC—p 500—liv fr
Wellington 3m
Eatonville, Pierce Co, Wa—stage fr
Tacoma Tu Fri—35m \$1
***Eby's Landing**, Wa—str fr Port Town-
send; fr Seattle—33m \$1
***Echo**, Umatilla Co, Or p300*UP*
206m \$8 21; mail to Colville
Echo, Wa—liv fr Colville 12m
Eckley, Curry Co, Or—stage fr Rose-
burg 1 100m \$8
***Eddy**, Missoula Co, Mon★NP—541m
\$24 98
***Eddyville**, Benton Co, Or—OP—140m
\$6 60
***Eden**, Whitman Co, Wa—S&P—377m
\$16 40
***Edgewater**, King Co, Wa—SL&E—
192m \$7 40; mail to Fremont
Edgewood, Klamath Co Or—
***Edison**, Pierce Co, Wa p125—NP—
Boat from Samish daily 7m 75c
Edmonds, Snohomish Co, Wa p200—
str fr Seattle MWF—13m 50c
Edmunds, Bingham Co, Id—livery fr
Egin 5m
Egan, Missoula Co, Mon—sta and str fr
Kavall MWF—80m \$5 50
Egin, Bingham Co, Id p600—sta from
Eagle Rock TuThSat—66m \$1 50
Egypt, Lincoln Co, Wa stage from
Sprague MWF; fr Davenport daily
—15m \$1 50
***Eighteen-Mile Ranch**, Mon—sta fr
Custer daily—16m \$2 50
Eight Mile, Morrow Co, Or—stage fr
Heppner wkly—13m; also fr Pen-
dleton; sta fr Arlington Tusat
***Eighteen-Mile House**, Or—sta fr Rose-
burg 1 18m \$1 50
Ekalaka, Mon—sta fr Miles City via
Powderville Mo—125m \$12 50
Elsa, Cassia Co, Id p300—stage fr Kel-
ton, Utah, MWF—45
***Elberton**, Whitman Co, Wa p125—
UP—374m \$16
***Elkador**, Wa—NP—82m \$3 10
Elgin, Union Co, Or p500—UP Elgin
Br-La Grande—13m
Elgin, BC p100—sta fr Blaine MWF—
8m \$1
Eliza Island, Whatcom Co, Wa—
Elk City, Idaho Co, Id—liv fr Mount
Idaho—60m
***Elk City**, Benton Co, Or—OP—151m
\$5 50
Elk Head, Douglas Co, Or p125—sta fr
Oakland Tusat—17m \$1 50
***Elkhorn**, Jefferson Co, Mon★p1000—
NP—887m
***Elk Park**, Jefferson Co, Mon ★p100
—MC—NP to Helena—824m \$40 40
***Elk Rock**, Or—NGes—6m—25c

Elkton, Douglas Co, Or—stage from
Drain MWF—17m \$2
Ella, Morrow Co, Or—liv fr Ione—18m
Ellensburg, CH Curry Co, Or
Ellensburg, CH Kittitas Co, Wa★
p4000*NP* 271m \$14 10
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***Elliott**, Wa—C&PS—191m—\$8 15
Elliott, Coos Co, Or—sta fr Roseburg
wkly—64m \$4
Ellie, Custer Co, Id—Chailis—20m
***Elliston**, Deer Lodge Co, Mon p350*
NP* 723m \$35 00
***Elma**, Chehalis Co, Wa p400*PS&GH
fr Kamlichie—25m \$1 75; str from
Astoria 1 85m \$7 telephone from
Olympia
Elmira, Lane Co, Or—stage fr Eugene
MoTh—15m \$1
***Elstow**, Grant Co, Or—liv fr Granite
9m—PO Granite
***Elton**, Gallatin Co, Mon—NP—
903m \$45 15
***Eltopia**, Whitman Co, Wa★NP—
247m \$10 25
***Elwood**, Walla Walla Co, Wa—O&WT—
UP to Wallula—244m \$10 10
Ely, Clackamas Co Or—Oregon City
11m
Emerick, Or—See Blodgett
***Emigrant**, Park Co, Mon—NP—
908m \$44 30
***Emigrant Gulch**, Mon—sta fr Chicory
5m \$1
Emigrant Springs, Sherman Co, Or—
sta fr Wallace Tusat—12m \$1
Emmett, Ada Co, Id p250—stage fr
Caldwell MWF—20m \$2
Emory, BC—str fr Victoria MWF
Empire, Lewis & Clarke Co, Mon★
p4000*sta fr Marysville—4m 50c
***Empire City**, CH Coos Co, Or p1400*
sta fr Roseburg ex Sunday—75m \$8;
also fr Drain MWF* 34m \$8
***Enclina**, Or—UP—387m—\$14 68
Enderby, BC—sta fr Skamoose Tusat
24m—\$2 50; str fr Skamoose 24m \$2 50

***Endicott**, Whitman Co, Wa★p500*
UP* 342m \$14 95
***Ennis**, Malheur Co, Mon★sta fr Boze-
man 1 76m \$3; sta fr Norris 1 22m \$3
Enterprise, CH Wallowa Co, Or p150
—sta fr La Grande dly—73m \$6
***Enumelaw**, King Co, Wa p200*NP—
179m \$7 95
***Eola**, Polk Co, Or—Wil str—73m \$1 25;
also sta fr Salem daily—6m 50c
Era, Alturas Co, Id, p200—sta fr Black-
foot dly—73m \$6; fr Bellevue, Mo—
75m \$6
***Eureka**, Wa★O&WT—
Ericson, Mon—sta fr Manacala, N D—
60m \$4
***Erakineville**, Sherman Co, Or—sta fr
Grants 1 23m \$3
***Equimalt**, BC★E&N—206m \$9 50
Estes, Wa, Walla Walla Co, p125—sta fr
Prescott wkly—18m
***Estes**, Wa, Chehalis Co—PS&GH;
fr Kamlichie 21m \$1 50
***Etchetah**, Custer Co, Mon—Big Horn
1m; sta fr Custer daily—12m \$1 50
Ethel, Lewis Co, Wa—sta fr Cowitz
wkly—8m \$1
***Etna**, Custer Co, Mon—stage fr Miles
City Mo Th—23m \$1 75
***Etna**, Jackson Co, Or—stage fr Gold
Hill Mon—23m \$2 25
***Etna**, Clark Co, Wa—liv fr La Centre
—8m
***Eugene**, CH Lane Co, Or★p3500*
SPes* 122m \$4 98; also Wil str—
172m \$8
***Eureka**, Walla Walla Co, Wa—liv fr
Prescott—17m
***Eureka**, Mon—St PM & M—NP to
Helena—1039m \$51 15
***Eureka Ferry**, Wa—str fr Riparia—
12m
***Eureka Junction**, Walla Walla Co,
Wa—O&WT—UP to Wallula—236m
\$1 70
***Evans**, Walla Walla Co, Wa—O&WT—
UP to Walla Walla—250m \$10 35
***Evans**, Cascade Co, Mon—liv fr Sand
Coulee—15m
***Evans**, Missoula Co, Mon★NP—
010m \$23 70
***Ewartville**, Whitman Co, Wa—sta fr
Lowiston TuThSa—41m \$4
***Excelsior**, Pierce Co, Wa—Tacoma 3m
***Exeter**, Mon★St PM & M—NP to
Helena—1159m \$62 20
***Express**, Baker Co, Or★UP*

Consult the Index.

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★ Telegraph. ● Money Order. ✱ Express. † Daily ex. Sun. ‡ Not a Post Office. * Prepay Freight.

DR

***Fairbank**,
42m \$1
Fairdale, Y
North Y
Fairfield,
We Th R
Gervais
Fairfield,
406m \$10
***Fairfield**,
—UP to V
***Fair Grove**
***Fair Gro**
Helena—
Fairhaven,
p5000—st
fr Port To
str fr Tac

Fairmont Sp
Golden Mo
***Fairview**, M
\$2 75
Fairview, On
lin—4m
Fairview, Li
Sprague—
***Fairview**,
15m 60c—1
Fairview, Co
burg ex Su
***Fala's Store**,
Payette Tu
***Fallon's**, V
479m \$19 50
***Fallon**, Cus
—857 70
Falls, Washi
Weiser City
Falls City, P
Dallas—8m
Falls City, B
&E★222m
Fall Creek, L
Eugene 12
Farmington,
fr Hillsboro

★ Telegr

DRINK JESSE MOORE WHISKEY.

TRAVELERS' AND SHIPPERS' GUIDE.

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Wa ★ p250 ●
Sta fr Boze-
Norris; 22m 83
sta Co, Or p150
ly-73m 80
Wa p200★NP-
str-73m 81 23;
ly-4m 50
000-sta fr Black-
Bellevue, Mo-
Maneala, N D-
Co, Or-sta fr
-206m 90 50
La Co. p125-sta
sim
s Co-PS&GH;
50
Mon-Big Horn
ally-12m 81 50
-sta fr Cowitz
-stage fr Miles
175
-stage fr Gold
25
-liv fr La Centre
Co, Or ★ p3500 ●
also Will str-
Co, Wa-liv fr
PM & M-N P to
15
-str fr Riparia-
Walla Walla Co,
to Wallula -236m
a Co, Wa-O&WT
alla-250m 910 35
Mon-liv fr Sand
Co, Mon ★ NP-
an Co, Wa-sta fr
-41m 84
Wa-Tacoma 5m
P M & M-N P to
22 20
Or ★ UP ✕
ne Index.
141.
Prepay Freight.

*Fairbank's Landing, Or-Wil str-
42m 81
Fairdale, Yamhill Co, Or-sta from
North Yamhill; 10m 75c
Fairfield, Marion Co Or-Wil str Mo
We Th Fri-63m 81; telephone to
Gervais
Fairfield, Spokane Co, Wa-UP-
400m 816 30
Fairfield, Walla Walla Co, Wa-O&WT
-UP to Wallula -231m 80 45
Fairgrounds, Or-8Pee-50m-82 05
Fair Grounds, Mon-MC-NP to
Helena -761m 837 25
Fairhaven, Whatcom Co Wa-F&S-
p200-str fr Seattle dly-83m 82;
fr Port Townsend MWF-50m 81 50;
str fr Tacoma-121m 82 50



Fairmont Springs, BC-str and sta fr
Golden Mth-115m 85 80
Fairview, Mon-sta fr Billings; 22m
82 75
Fairview, Oneida Co Id-liv fr Frank-
lin-4m
Fairview, Lincoln Co, Wa-livory fr
Sprague-22m
Fairview, Multnomah Co, Or-UP
15m 60c-PO Cleone
Fairview, Coos Co, Or-stage fr Rose-
burg ex Su-67m 85 50
Falk's Store, Ada Co Id-stage from
Payette TuThSa-17m 82
Falle's, Whitman Co Wa-8&P-
47m 819 50
Fallon, Custer Co Mon★NP-1192m
-857 70
Falls, Washington Co Id-stage from
Weiser City; 85m 87 50
Falls City, Polk Co Or p200-liv from
Dallas-8m
Falls City, King Co Wa p100 ✕ SLS
& E★225m 89 75
Fall Creek, Lahe Co Or p150-liv from
Eugene 15m
Farmington, Washington Co Or-liv fr
Hillaboro-5m

Farmington, Whitman Co Wa p700
★UP and NP★89m ✕ 816 10
Farmington Landing, Id-Cd'AR
& N-428m-819 30
Fayette, Lewis Co Wa p200-sta from
Chehalis; 18m 81 ✕
Feeley, Silver Bow Co Mon★UP-
977m 844 85
Felida, Clarke Co, Wa-Vancouver 7m
Fellows, Lincoln Co Wa-NP-
430m 819 50
Ferndale, Wa★see West Ferndale
Fern Hill, Pierce Co Wa-Tacoma 5m
Fern Prairie, Clarke Co Wa p130-
stage fr La Camas TuSat-4m 25c
Ferry, Curry Co Or-stage fr Grant's
Pass dly-812
Ferry, Lewis Co Wa-sta fr Winlock
Tu Th Sat-20m 82
Eldalge, Skagit Co Wa p150-S&N-
str fr Seattle; 81m 82; str fr Ta-
coma-100m 82 60
Elfe, Crook Co Or-Price 32m
Field, BC★CP★855m-838 65
Fin, Jefferson Co, Mon p100-NP fr
Boulder Valley
Fir, Skagit Co Wa-str fr Seattle Mo
WeFriSat 60m 81 50
Fir Bluffs, Id-str fr Lewiston-
24m 81 25
Fish Creek, Madison Co Mon p100-
sta fr Dillon daily-65m 86 50; sta
fr Virginia City dly 50m 85
Fishhawk, Columbia Co Or p200-sta
fr Clatskanie Mo-80m 81
Fishers, Clarke Co Wa-Mid Col str
-22m 50c
Fisherton, Wa-Low Col str 81m 81 50
Fish Haven, Bear Lake Co Id p150-
stage fr Montpelier ex Su-22m 75c
Flat Willow, Fergus Co Mon-sta from
Custer MWF-75m 87 50
Fletcher, Jefferson Co Wa-UP-
37m 815 95
Flint, Deer Lodge Co Mon-NP-
701m 832 95
Flora, Wallawa Co, Or-sta from Elgin
MoTh-60m 84 50
Florence, Missoula Co Mon★p 850-
✕ M&BTV-NP to Missoula-653m
830 55
Florence, Lane Co Or p150-sta from
Eugene MoTh-80m 84 50
Florence, Stuch-mish Co Wa p100-
str from Stanwood 5m
Flowerree, Mon-8&PM&M-NP to
Helena-881m 843 25
Folsie, Or-NGes-41m
Foley Springs, Lane Co Or-stage fr
Springfield, Monday-60m 85; also
fr Eugene Tu-60m 85
Folley, Tillamook Co Or-str fr Gari-
baldi 10m
Folsom, Fergus Co Mon-Lavina 15m
Foot Flathead Lake, Mon-sta and
str fr Ravalli MWF 34m 83
Forest, Whatcom Co, Wa-liv fr Van
Wyck 44m
Forest City, Missoula Co Mon p150-
sta fr Missoula semi-wkly-90m 810

Forest Grove, Washington Co Or ★
p900 ●SPW★ 23m 81 05
Forks, Clallam Co Wa-str fr Seattle
Wed-116m 84 50
Forsythe, Custer Co Mon p400 ★ NP
✕ 1097m 854 85
Fort Assiniboine, Choteau Co Mon★
8&PM&M-NP to Helena-967m 847 60
Fort Belknap, Mon★8&PM&M-NP
to Helena-860m 849
Fort Benton, CH Choteau Co Mon★
p1800 ●8&PM&M-NP to Helena-
898m 844 15
Fort Canby, Pacific Co Wa ★ str from
Astoria ex Su-16m 75c
Fort Colville, Wa★stage fr Spokane
Falls MWF-100m-80 ✕
Fort Custer, Custer Co Mon ★ stage fr
Custer daily 83m 84 ✕
Fort Ellis, Mon★NP-855m-839 80
Fort Keogh, Custer Co Mon p850 ★ NP
✕ 1140m ✕ 854 85
Fort Klamath, Klamath Co Or★p150-
sta fr Linkville TuThSat-27m 84
Fort Langley, BC-sta fr Alder Grove
Fri
Fort Lapwai, Id★str fr Lewiston-
11m 75c
Fort Lemhi, Lemhi Co Id p125-sta fr
Red Rock, Mon dly-45m 86; stage
fr Camas; 136m 814
Fort Logan, Meagher Co Mon ★ p100 ●
stage fr Townsend ex Su-20m 87;
sta fr Helena MWF-60m 85 ✕ 85
Fort Maginnis, Fergus Co Mon★sta fr
Billings; 150m 819; stage fr Custer
MWF-110m 811 50
Fort Missoula, Missoula Co Mon-M&
B RV-NP to Missoula-837m 829 75
Fort Shaw, Cascade Co Mon★stage fr
Ulm dly 17m 82 50
Fort Sherman, Id★8&B★UP to Wal-
lula-407m 818 30-PO Sherman
Fort Simcoe, Yakima Co Wa p150-sta
fr North Yakima WeFri-84m 83
Fort Simpson, BC-CPN str fr Victoria
semi-monthly 1st and 15th
Fort Spokane, Wa p800★sta fr Daven-
port daily-25m 82 50-PO Miles
Fort Steele, BC, p700-str and sta fr
Golden MoTh-175m 812
Fort Stellacom, Pierce Co Wa★p300★
sta fr Lakeview; 14m 75c
Fort Stevens, Or p100 ★ str fr Astoria
6m 50c
Fort Sumpter, Or-Baker City-23m
Fort Townsend, Jefferson Co Wa ★
livery fr Port Townsend-4m
Fort Wrangel, Alaska-PC str fr Tacoma
semi-monthly-rd tp 100
Forreston, Spokane Co Wa-liv fr Spo-
kane Falls-27m
Fossil, Gilliam Co Or-p300●stage fr
Arlington ex Su-60m 86
Foster, Or ★UP-202m 88 07 ✕ PO
Ruddock
Foster, Yellowstone Co Mon-NP
-899m 849 85

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Fox, Grant Co Or—sta fr Heppner—
90m \$10
Fox Island, Pierce Co Wa—p180—str
fr Tacoma dly ex Sat—15m 50c
Fox Valley, Linn Co Or—stage from
Heppner; 25m \$9 50; sta fr Turner
124m \$1 25
Frankfort, Pacific Co Wa—str from
Ilwaco—12m \$1
Franklin, Oneida Co Id ★p800★UP
via Pocatello ★807m \$38 85
Franklin, Lane Co Or—sta fr Eugene
Mo—29m \$4
Franklin, King Co Wa p1200★C&PS
★210m \$9 15
Franklin, Custer Co Mon—sta fr Miles
City MWF—91m \$8
Fraser, Shoshone Co Id—Lola 6m
Fredonia, Skagit Co Wa—SF&N—Ana-
cortes—12m
Freedom, Idaho Co Id—sta fr Julietta
dly—97m \$11 50
IFreedom, Or—sta fr Roseburg; 73m
★IFreeman, Wa—UP—392m \$16 40
★Fremont, King Co Wa—SL&E—
182m \$7 40
Freeport, Cowlitz Co Wa p200★Low
Col str—50m \$1 25; ferry fr Kelso
—11m 5c
★IFrench Prairie, Or—NGes—38m
Frenchtown, Missoula Co Mon p800
—Desmet br NP
Freewater, Umatilla Co Or—Milton—
11m
Friday Harbor, CH San Juan Co Wa
p100—str fr Port Townsend MWF—
22m \$1
★Friday, Park Co Mon—NP—911m
\$44 30
★IFroman, Or—9P Leb br—82m \$3 35
IFrost, Id—sta fr Ketchum; 49m \$5;
fr Blackfoot dly 160m \$11
Fruitland, Stevens Co Wa—sta from
Davenport dly—42m \$4
Fry, Kootenai Co Id—sta fr Kootenai
Tu Fri—32m \$3
★IFry, Or—SP Leb br—85m \$3 43
Fulda, Klickitat Co Wa—p200—sta fr
White Salmon semiwly—29m \$3
IFalquarts Landing, Or—NGws—31m
\$1 10
Fulton, Lewis & Clarke Co Mon—liv
fr Wolf Creek—10m
Fulton, Multnomah Co Or, p400—P&
WV—4m 15c
IFulton, Umatilla Co Or, O&WT—
UP to Wallula—255m \$10 65

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Gabriola Island, BC★p125—str fr Nan-
aimo Sat—50c
Gale, Klamath Co Or—sta fr Linkville
wkly—25m \$3
IGalena, Id ★sta fr Ketchum MWF—
23m \$3 50
Gales Creek, Washington Co Or—sta
fr Forest Grove TuThSat—9m \$1
Galesville, Douglas Co Or—sta from
Glendale MWF 8m
IGallice, Josephine Co Or—stage from
Grant's Pass wkly—22m \$2 50; PO
Grant's Pass
IGallatin, Gallatin Co Mon★p100★
NP—825m \$89 10; PO Three Forks
Gallatin City, Gallatin Co Mon—stage
fr Gallatin twice; 11m 50c
Gallop, Gallatin Co Mon—liv fr Hills-
dale—14m
Galloway, Morrow Co Or—sta fr Echo
MoThu—18m \$1
Garden Home, Washington Co Or—
liv fr Shattuck—1m
Garden Valley, Boise Co Id—liv from
Placerville—27m
Gardiner, Parke Co Mon p150—sta fr
Cinnabar dly—3m 75c
Gardiner, Douglas Co Or★p400—sta
fr Drain MWF★55m \$1
Garfield, Whitman Co Wa ★p850★
June UP and S&P★379m \$16 05
IGaribaldi, Or★sta fr North Yamhill
twice a week—58m \$8; also fr Sea-
side; str fr Portland tri-monthly
Garland, Custer Co Mon—sta fr Miles
City MoTh—46m
Garrison, Deer Lodge Co Mon p200★
June NP and MU★707m \$33 25
★IGarrison, Wa—UP—385m \$17 10
Gaston, Washington Co Or—SPws★
32m \$1 25
Gate City, Thurston Co, Wa—Little
Roc 9m
★IGates, Or—OP—118m \$4 72
IGeer, Lincoln Co Wa—sta fr Sprague
MWF—52m \$5 50; mail to Wilbur
Gem, Shoshone Co Id—C&FAR&N—
487m \$24 05
Geneva, Whatcom Co Wa—stage from
Whatcom WeSat—4m 50c
Genesee, Latah Co Id p800★S&P★
UP to Garfield—436m \$18 75
Gentile Valley, Bingham Co Id p400—
sta fr Oxford TuThSat—27m \$2
George, Clackamas Co Or p100—liv fr
Eagle Creek 8m; Clackamas 20m
Georgetown, Bear Lake Co Id p200—
sta fr Montpelier; 12m \$1 50
IGeorgetown, Mon—stage fr Anaconda
MWF—17m \$3
IGera, Whatcom Co Wa—sta fr Nook-
sack wkly—5m 50c; mail to Sumas
City
Gervais, Marion Co Or★p400★SPes
—38m \$1 58; telephone to Fairfield
Getchell, Snohomish Co, Wa p400★
SL&E★Seattle—50m

Gettysburgh, Clallam Co Wa—Port
Crescent—54m
IGeyer, Mon—sta fr Ot Falls; 45m
\$3 50
Gibbonsville, Lemhi Co Id★sta from
Red Rock MWF—\$15
Gibralter, Skagit Co, Wa—Deception 2m
Gig Harbor, Pierce Co Wa p100—str
fr Tacoma 7 am, 3 pm; 10m 50c
★IGilliam, Walla Walla Co Wa—O&W
T—UP to Walla Walla—255m \$16 60
IGilten, Columbia Co Or p 175—N P
sta fr Warren—Portland 24m
IGilman, Id—sta fr Halley dly 5m 50c
IGilman, Wa★p800★SL&E—219m
\$9 25—PO Olney
Gilmer, Klickitat Co Wa—sta fr Hood
River—18m \$1
IGilmore, Wa—O&CV—NP to Tenino
★IGilmet, Id—Wood River br UP—
685m—\$20 30
IGlacier Bay, Alaska—PO str fr Ta-
coma semi-monthly—rd tp \$100
IGlacier House, BC★CP★470m \$34 35
★IGlades, Spokane Co Wa—NP—238m
\$9 50
Gladstone, Clackamas Co Or—Oregon
City 24m
IGlasmog, Dawson Co Mon p150★St
PM&M—NP to Helena—1127m \$55 70
★IGlen, Mon★UP★967m \$44 45—
PO Willis
Glendala, Linn Co Or—sta and str from
Eugene dly
Glencoe, Washington Co Or—sta fr
Portland TuThSa—20m
Glendale, Beaverhead Co Mon★p500
★sta fr Melrose daily★6m \$1
IGlendale, Douglas Co Or★p200—
8Pcs★262m \$10 54
IGlendale, CH Dawson Co Mon★
p1500★NP★1221m \$58 90
Glenden, Lewis Co Wa—liv fr Cen-
tralia—15m
★IGlen Ella, Wa—LowCol str 50m \$150
Glenn, Shoshone Co Id—liv fr Moscow
IGlenn, Or—sta fr Baker City MWF
85m \$7
IGlenn's Ferry, Elmore Co Id p400★
UP★570m \$28 65
Glentana, Lane Co Or—sta and str fr
Eugene MoTh—75m \$3 50
Glennwood, Idaho Co Id—liv from Mt
Idaho—8m
Glennwood, Washington Co Or p100—
stage from Forest Grove TuThSat—
19m \$2
Glennwood, Klickitat Co Wa, p150—
sta fr White Salmon—37m \$3 50
★IGlenwood, Wa—UP—368m \$15 95
Glide, Douglas Co Or—sta fr Roseburg
TuSat—19m 50c
Gloster, Lewis & Clarke Co Mon★sta
fr Marysville; 5m 50c★
★IGold Bar, Lewis & Clarke Co Mon
—NP—790m \$37 65

Gold Beach, fr Roseburg
IGold Belt, 12m \$1 50
Goldburg, 75m
IGold Creek—22m \$3
Gold Creek, NP★608m
IGolden, BC★
Golden, Okla
Wilbur—15
Goldendale, p850★sta fr
Dallies 10
IGolden Meadows, Helena M
IGold Hill, Jr
★312m \$1
IGoldstream,
★IGoltra, Or
IGoodwin, St
Spokane F
IGooseberry, fr
Arlington
IGordon, G
800m \$20 90
Goshen, Lane
\$5 52
IGould, Lewis
Silver MWF
Canyon City
★IGowan, Lin
\$20 70
IGrace, Wa—
Grace, Jeffers
City MWF★
Grafton, Casca
Stanford—1
Graham, Boise
City—50m
Grand Coulee,
sta fr Davenport
Grand Forks,
Jeen—7m
Grand Hound
★T&CV★11
Grand Prairie
Tu—55m \$4
★IGrand Ridge
\$9 50
Grand Ronde,
Sheridan da
★IGrand View
O&WT—UP
Grand View, Co
Mountain H
★IGrange City
PO Starbuck
Granger, Bent
Waldron—85
Grangeville, I
Uniontown,
IGranite, Ko
422m—\$19
IGranite, Id

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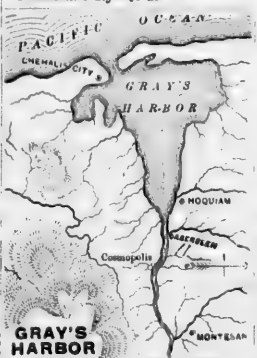
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Co Wa—Port
t. Falls; 48m
Id—sta from
a—Deception
Wa p100—str
10m 50c
Co Wa—O&W
—35m \$10 00
Or p 175—N P
ley dly 5m 60c
SL&E—219m
a—sta fr Hood
—NP to Tenino
River br UP—
—PC str fr Ta-
rd tp \$100
P—770m \$34 35
Wa—NP—228m
Co Or—Oregon
Mon p150 ★ 8c
a—1127m \$55 70
967m \$44 45—
Co Or—sta and str from
20m
Co Mon★p500
ly 6m \$1
Co Or★p200—
on Co Mon★
\$68 90
Wa—liv fr Cen-
Colstrs 90m \$1 50
d—liv fr Moscow
aker City MWF
ore Co Id p400★
—sta and str fr
10 50
Id—liv from Mt
on Co Or p100—
Grove TuThSat—
Co Wa, p150—
n—57m \$3 10
P—368m \$15 95
—sta fr Roseburg
rke Co Mon★sta
50c★
★ Clarke Co Mon
50c★
replay Freight.

Gold Beach, Curry Co Or ● p300—sta
fr Roseburg MWF—131m \$13
[Gold Belt, Id—sta fr Halley TuThSat
12m \$1 50—PO Doniphon
Goldburg, Custer Co Id—liv fr Camas
75m
[Gold Creek Id—sta fr Rathdrum dly
—22m \$3
Gold Creek, Deer Lodge Co Mon★
NP—208m \$32 80
Golden, BC★CP—322m—\$37
Golden, Okanogan Co Wa—sta from
Wilbur—120m
Goldendale, CH Klickitat Co Wa ●
p500—sta fr Grant's dly—12m \$1 50;
fr Dalles; 24m \$2 50★
[Golden Messenger Mine, Mon—sta fr
Helena MWF—25m \$2
Gold Hill, Jackson Co Or p200★SPes
★ 312m \$12 55
Goldstream, BC—E&N—273m \$10 50
[Golta, Or—SP Leb br—86m \$3 50
Goodwin, Stevens Co Wa—S F & N—
Spokane Falls—84m
Gooseberry, Morrow Co Or p100—sta
fr Arlington TuSa—37m \$3 50
[Gordon, Gallatin Co Mon—NP—
360m \$20 90
Goshen, Lane Co Or ★ SPes ★ 129m
\$5 52
[Gould, Lewis & Clarke Co Mon—sta fr
Silver MWF—18m \$2 50; mail to
Canyon City
[Govan, Lincoln Co Wa—NP—454m
\$20 70
[Grace, Wa—SL&E—202m—\$3 60
Grace, Jefferson Co Mon—sta fr Butte
City MWF—16m \$2
Grafton, Cascade Co Mon—livy from
Stanford—15m
Graham, Boise Co Id—liv from Boise
City—50m
Grand Coulee, Lincoln Co Wa p125—
sta fr Davenport MoTh—54m \$4
Grand Forks, Chehalis Co Wa—Aber-
deen—7m
Grand Mount, Thurston Co Wa p500
★T&CV—liv fr Centralia 7m
Grand Prairie, BC—sta fr Kamloops
Tu—85m \$4
[Grand Ridge, Wa—SL&E—221m
\$0 50
Grand Ronde, Folk Co Or—stage from
Sheridan dly—12m 75c
[Grand View, Umatilla Co Or—
O&WT—UP to Wallula—240m \$0 85
Grand View, Owyhee Co Id—stage fr
Mountain Home MWF—42
[Grange City, Wa—UP—296m \$12 65,
PO Starbuck
Granger, Benton Co Or—OP—Station
Waldron—85m
Grangeville, Idaho Co Id p500★stage
fr Lewiston dly—66m \$5; stage fr
Uniontown, Wa; 60m \$7
[Granite, Kootenai Co Id ★ NP—
422m—\$19
[Granite, Id—Cd'AR&N—486m \$24

Granite, Deer Lodge Co Mon ● p2500
★ sta fr Phillipsburg dly—4m \$1
Granite, Grant Co Or p400—sta from
Baker City MWF—34m \$4
[Granite Gate, Mon—NP—876m \$13 35
Granite Lake, Spokane Co, Wa—
Cheney—41m
[Granite Point, Wa—str fr Riparia—
WeSat—48m \$2 75
[Granite Creek, Id—sta fr Hope dly—
14m \$2
Granite Creek Mine, BC—sta from
Spence's Bridge Thu
Grant, Sherman Co Or ★ UP★111m
\$4 42
[Grantsdale, Missoula Co Mon p500★
M & B RV ★ NP to Missoula—683m
\$32 05
Grant's Pass, CH Josephine Co Or★
p2000★SPes★296m \$11 59
[Granville, Id—sta and str fr Granite
dly—11m \$1
Grass Range, Fergus Co Mon—sta fr
Junction MWF—90m \$12
Grass Valley, Missoula Co Mon p100—
sta fr Missoula MWF—9m \$1
Grass Valley, Sherman Co Or—sta fr
Grant; 30m \$2 50; fr Dalles MWF—
40m \$4
Gravel Ford, Coos Co Or—stage from
Roseburg ex Su—48m \$4
[Gravelles, Lincoln Co Wa—SL&E
—UP and NP to Spokane Falls—
412m \$18 55
[Gravel Pit, Or—NGes—74m; PO
Aumville
[Gravel Pit, Or—SPes—280m—\$11 26
[Gravel Pit, Wa—NP—88m \$3 50
[Gravel Spur, Wa—NP—UP to
Wallula 365m \$16 20
Gray, Or—sta fr Grant's Pass semi-
wkly \$10
[Grayling, Mon—UP—NP to Garri-
son—852m—\$41 35
Gray's, Bingham Co Id—sta fr Soda
Springs dly—40m \$5
Gray's Harbor, Chehalis Co Wa—str
fr Portland wkly—see Cosmopolis,
Aberdeen, Hoquiam, etc; str from
Montesano dly—\$1 25

[Gray's Landing, Id—boat fr Hopedly
25m \$2
Gray's River, Wahkiakum Co Wa p300
—str fr Astoria ThFri—14m 50c
Great Falls, CH Cascade Co Mon★
p2000★MC—NP to Helena—355m
\$42
Green Basin, Marion Co, Or—R R
station Halsted; OP to Albany—
45m \$1 80
[Green's, Or—SPes—202m \$3 14
[Green's Point, Wa—LowCol str—
55m \$1 50—PO Tryon
Green River, King Co Wa p200★sta fr
Slaughter TuSat—6m 50c
Greenville, Washington Co Or—sta fr
Forest Grove; 5m 35c; fr Cornelius
Tu Fri—7m 50c
[Greenwood, Wa—SL&E—UP
and NP to Spokane Falls—379m
\$16 90
[Gregory Mine, Mon p300★liv from
Wickes—4m
Gresham, Multnomah Co Or—p150—
sta fr East Portland dly—12m 50c
[Greycliff, Crow Reservation, Mon★
NP—223m \$45 90
[Gray's Ranch, Mon—sta fr Miles City
MWF—18m \$2 25
[Griffin Lake, BC★CP—709m \$31 35
[Griffin's, Or—sta fr Baker City; 121m \$2
Grizzly, Crook Co Or—sta from The
Dalles dly—100m \$12
Grohman, BC—str and sta fr Golden
MoTh—130m \$7 30
Grove City, Malheur Co Or—sta from
Ontario Wed—30m \$3
[Grover, Sherman Co Or—sta fr Wal-
lace TuSat—22m \$2; mail to Wasco
Guemes, Skagit Co Wa p100—str from
Seattle dly ex Sun—99m \$1; from
Port Townsend MWF★74m
Gunderson, Silver Bow Co Mon p200★
electric motor fr Butte dly—14m
Guy, Whitman Co Wa—p100—UP—
374m \$16 55



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*[Hackney, Mon—UP—766m \$44 90
Haden, Bingham Co, Id—stage from
Market Lake to Rexburg dly 20m;
thence livy 25m
[Hadley, Wa—UP—255m—\$10 60
Hadleyville, Lane Co, Or—stage from
Eugene Monday—15m \$2
Haddock, Jefferson Co Wa p300★str
fr Port Townsend dly 5m 50c

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Halley, CH Alturas Co Id ★ p2500 • W Br UP ★ 680m \$39 95	Harrison, Madison Co Mon-NP- 922m \$46 50	Hereford, Baker Co Or-liv fr Bridge- port 16m
Haines, Baker Co Or ★ p100 ★ UP- 347m \$13 56	Harrison, Mason Co Wa-Clifton 12m Harrison River, BC-★ fr New West- minster 53m \$2	Herling, Jackson Co Or-Jacksonville 4m
*Haines' Spur, Or-UP-68m \$2 52	Harrison Hot Springs, BC-★ fr Agassiz dly 5m \$1	*Heron, Missoula Co Mon p100-NP- 484m \$23 10; PO Clarke Fork, Id
Halbert, Fergus Co Mon-stage from Billings 170m \$6; fr Great Falls; 180m \$12	*Harrison, Whitman Co Wa-NP- 325m \$19 25	Herrman, Lane Co Or-liv fr Seaton- 20m
Hale, Lane Co Or-★ sta fr Eugene City MoTh-23m \$1 50	Hartford, Snohomish Co, Wa-SL&E Hartland, Klickitat Co Wa-liv fr Dales-10m	Hesseltine, Lincoln Co Wa p150-★ fr Sprague MoWeFri-73m \$6; from Davenport MoTh-45m \$3 50
*Halifords, Jefferson Co Mon-NP- 772m \$37 80	Hartline, Douglas Co Wa-★ fr from Almira	Hico, Wa-liv fr Waterville.
Halfway, Union Co Or p300-stage fr Baker City MWF-60m \$6; sta fr Union-73m \$7	*Hartwell, Jefferson Co Mon-NP- 786m \$38	High Bridge, Id-UP-840m-388
*Hall, Park Co Mon-NP-900m- \$45 95	Harvey, Stevens Co Wa p300-★ fr Davenport SuWe-75m \$7 50	Highfield, Fergus Co Mon-★ sta from Billings wkly-100m \$20 50
Haller City, Snohomish Co Wa-liv fr Stillaguamish-13m	*Haskell, Deer Lodge Co Mon-NP- -680m \$31 90	Highland, Clackamas Co Or p250-★ sta fr Portland MWF-38m \$1 50
Hall's Prairie, BC-New Westminster-20m	*Hastings, BC-CP-349m-\$18 45	*Highland, Wa-UP-262m-\$10 95
Halsey, Linn Co Or ★ p500 • SPes ★ 90m \$3 91	Hat Creek, BC-★ sta fr Ashcroft Mon WedFri 12m \$2	Highwood, Choteau Co Mon-stage fr Pt Benton Th-26m \$2
Hamilton, Missoula Co, Mon p 600★ M&BKV ★ Missoula 50m	*Hathaway, Custer Co Mon ★ NP- 1122m \$55 80	Highview, Jefferson Co, Mon-NP
Hamilton, Grant Co Or-stage from Heppner 170m \$7; fr Canyon City MWF-40m \$4; semi-wkly-38m \$3 50	Hatton, Adams Co Wa p100 ★ NP- 276m \$11 65	Hildebrand, Klamath Co, Or-liv fr Dairy-54m
Hamilton, Skagit Co Wa p100-★ fr Mt Vernon dly-20m \$2	Haulwater, Wa-liv fr Cleveland; 15m	Hilgard, Un' o Or ★ p175 ★ UP- 298m \$11
*Hammond, BC-CP-371m-\$14 45	Hausser Junction, Kootenai Co Id ★ p100 ★ NP-396m \$17 65	Hilgeravil Helena 18m; mail to Helel...
*Hanover, Or-p200-★ sta fr Baker City dly 35m \$3 50	*Havara, Or-UP-239m \$9 45	Hill, Missoula Co, Mont-★ sta and str fr Ravalli MWF-105m \$4 50
*Harcoughs-RRV-330m	*Havre, Choteau Co, Mon-StPM&M -NP to Helena-673m \$43	Hillhurst, Pierce Co, Wa-★ NP-131m \$5 55
Hardan, Whatcom Co Wa-p200-liv fr Bagley-17m	*Hawgood, Id-UP-908m-\$36 40	*Hillsboro, CH Washington Co Or ★ p800 • SPes ★ 21m \$2c
*Hardin, Crook Co Or-stage fr The Dalles via Prineville weekly-124m \$14	*Hay, Wa-UP-814m-\$13 55	*Hillside, Multnomah Co Or-O&W Th-UP to Wallula-237m \$9 80
Hardman, Morrow Co Or p100-★ sta fr Heppner 120m \$2; sta fr Arlington ToBst	Hay Creek, Crook Co Or-stage from Dalles MWF-95m \$9 50	Hilldale, Gallatin Co Mon p150-liv fr Creamery 7m
*Hardy, Cascade Co Mon-MC-NP to Helena-819m \$40 15	Hayes, Clarke Co Wa-★ fr Kalama 15m	Hilldale, Multnomah Co Or-8Pw -6m 2c
Harlan, Benton Co Or-mail carrier fr Summit-12m \$1	Haynesville, Klamath Co Or-stage fr Ashland MWF-\$12	Hilldale, Whatcom Co Wa-stage fr Blaine dly-4m 50c; fr New West- minster Sa-\$1 50
Harlem, Choteau Co Mon-StPM&M NP to Helena-1017m \$50	Haynie, Whatcom Co Wa-liv fr Blaine-54m	*Hilsdale, Mont ★ STPM&M-NP to Helena \$34 50
*Harlo, Boise Co Id-liv fr Meadows- 16m; mail to Meadows	Haystack, Crook Co Or-Prineville- 25m	*Hite, Spokane Co Wa-NP-UP to Wallula-889m \$17 40
Harmony, Lewis Co Wa-liv fr Napavine- 26m	Hazard, Spokane Co Wa-liv fr from Spokane Falls-19m	Hobsonville, Tillamook Co Or-liv fr Tillamook-11m
Harney, CH Harney Co Or p100-★ sta fr Canyon City MoTh-75m \$10; fr Vale 112m \$12	Hazeldell, Lane Co Or-Lowell-23m	Hocketts, Custer Co Mon-liv fr Pow- derville-18m
Harrington, Lincoln Co Wa-★ sta from Sprague MWF-20m \$1 50; stage fr Davenport TuThSa-17m \$1 50	Hobo, Tillamook Co Or p100-stage fr Tillamook Su Fri-23m \$2	Hockinson, Clarke Co Wa-★ sta fr Van- couver TuFri-15m \$1 50
Harris, Custer Co Mon-stage fr Rose- bud MF-30m \$2	Hecla, Beaver Head Co Mon-p250- ★ fr Melrose dally-14m \$2 50	*Hodgen, Dawson Co Mon-NP- 1241m \$60 20
*Harris, OR-OP-113m-\$4 35	*Hector, BC-CP-961m-\$39 05	*Hodson, Jefferson Co Mon-NP- 782m \$38 25
Harrisburg, Linn Co Or p600 ★ SPes ★ 105m \$4 25 ★ also Wil stre-143m \$2 50	Helena, CH Lewis & Clarke Co Mon ★ p13,324 • June NP and MC-758m- \$35 75 • UP via Pocatello-335 75	*Hoffmans Landing-Low Col River str-35m 75c
*Harrison, BC-CP-408m-\$16 30	Helix, Umatilla Co Or p250 ★ O&W ★ UP to Wallula-238m \$9 80	Hogan, Lewis & Clarke Co Mon-★ fr Augusta 15m \$1 50; fr Crater 24m \$2 50
Harrison, Madison Co Mon-★ sta from Gallatin 138m \$3	Helmer, Mason Co Wa-★ fr Seattle MWF-70m \$2 50	*Holbrook, Multnomah Co Or-NP- -13m 50c
*Harrison, Or-NGws-47m-PO Amity	Helmville, Deer Lodge Co Mon p300- ★ sta fr Avon TuThSa-29m \$3	Holley, Linn Co Or-★ sta fr Brown- ville dly-12m \$1
	Hembree, Tillamook Co, Or p400-★ sta fr Sheridan wkly-49m \$2 50	*Holmes Harbor, Wa-★ fr Seattle SuTuTh-50m \$1
	Hennessy, Or-see Rock Creek	
	Hopner, CH Morrow Co Or ★ p1000 ★ UP-198m \$7 90	

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Holt, Missoula	Holt, Missoula
Ravalli M	Ravalli M
Home Park	Home Park
Virginia	Virginia
Homer, Oro	Homer, Oro
City-20m	City-20m
*Homestead	*Homestead
-88m \$3	-88m \$3
Homestead,	Homestead,
ville-16m	ville-16m
Hoodoo, La	Hoodoo, La
Hood River	Hood River
UP-66m	UP-66m
88m \$2 00	88m \$2 00
Hoodport, O	Hoodport, O
str fr Olyn	str fr Olyn
*Hooper, W	*Hooper, W
\$12 25	\$12 25
*Hope, BC	*Hope, BC
CP str fr V	CP str fr V
Westminst	Westminst
Hope, Koota	Hope, Koota
460m \$20 9	460m \$20 9
Hope, Jeffers	Hope, Jeffers
MWF-33	MWF-33
Dillon dly	Dillon dly
Hopewell, Cl	Hopewell, Cl
ville 5m	ville 5m
Hopkins, Cla	Hopkins, Cla
kanie	kanie
*Hoppers',	*Hoppers',
\$42 70	\$42 70
Houquiam, Ch	Houquiam, Ch
fr Astoria T	fr Astoria T
Montesano	Montesano
Olympia	Olympia
*Horry, Park	*Horry, Park
\$45 60	\$45 60
*Horse Plain	*Horse Plain
p200-NP	p200-NP
Horne Shoe B	Horne Shoe B
Idaho City	Idaho City
-92; sta fr	-92; sta fr
*Horton, C	*Horton, C
1131m \$67 0	1131m \$67 0
*Hoskins, Or	*Hoskins, Or
Hotchkiss, C	Hotchkiss, C
Miles City	Miles City
Hot Lake, U	Hot Lake, U
\$12 55; sta	\$12 55; sta
*Hot Springs	*Hot Springs
Hot Springs,	Hot Springs,
NP-209m	NP-209m
Houghton, K	Houghton, K
Seattle dly	Seattle dly
Redmond 1	Redmond 1
Houlton, Colu	Houlton, Colu
Houston, Cus	Houston, Cus
Blackfoot d	Blackfoot d
Challis-70r	Challis-70r
*Howard, C	*Howard, C
\$4 85	\$4 85
Howard, Oro	Howard, Oro
ville-20m;	ville-20m;
Howan, Alas	Howan, Alas
Rowe, Id-★	Rowe, Id-★
Howell, Or	Howell, Or
*Howell, Ia	*Howell, Ia
Hoyt, Dawson	Hoyt, Dawson
br NP	br NP

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lv fr Bridge-
Jacksonville
Mon p100-NP
Clark Fork, Id
lv fr Seaton-
Co Wa p150-sta
-72m \$6; from
45m \$3 50
erville.
P-840m-888
Mon-sta from
n \$90 50
Co Or p250-sta
-88m \$1 50
P-262m-810 95
Co Mon-stage fr
u \$2
n Co, Mon-NP
n Co, Mon-NP
Or p175 UP-
Helena 18m; mail
ont-sta and str
105m \$4 50
Co, Wa-NP-131m
Washington Co Or
n \$80
omah Co Or-Oak
-237m \$9 80
Co Mon p150-liv
ah Co Or-8Pws
Co Wa-stage fr
00; fr New West-
StPM&M-NP to
Co Wa-NP-UP to
17 40
nook Co Or-liv fr
Co Mon-liv fr Pow-
Co Wa-sta fr Van
5m \$1 50
n Co Mon-NP-
son Co Mon-NP-
g-Low Col River
Clarke Co Mon-sta
n \$1 50; fr Craig
tnomah Co Or-NP
Or-sta fr Brown
1
Wa-str fr Seattle
1
Prepay Freight.

Holt, Missoula Co Mon-sta and str fr
Ravalli MoWeFri-70m \$5 50
Home Park, Madison Co Mon-sta fr
Virginia City Tusat-28m \$8
Homer, Grant Co Or-liv fr Canyon
City-20m
*Homeslake, Jefferson Co Mon-NP
-880m \$38 70
Homestead, Douglas Co Wa-Water-
ville-16m
Hoodoo, Latah Co Id-Palouse 28m
Hood River, Wasco Co Or p300
UP-66m \$2 62; also Mid Col str-
88m \$2 60 sta fr White Salmon
Hoodport, Mason Co, Wa p300-sta &
str fr Olympia 25m \$1
*Hooper, Whitman Co Wa-UP-306m
\$12 28
*Hope, BC CP-435m-817 66; also
CP str fr Victoria MWF; str fr New
Westminster We-85m-83
Hope, Kootenai Co Id p400 NP
460m \$20 90
Hope, Jefferson Co Mon-sta fr Butte
MWF-83; round trip. 85; stage fr
Dillon city
Hopewell, Clarke Co, Wa-liv fr Lewis-
ville 5m
Hopkins, Clatsop Co Or-sta fr Clats-
kanie
*Hopper's, Park Co Mon-NP-870m
\$42 70
Hoquiam, Chehalis Co Wa p1000 str
fr Astoria TuFri-76m \$5; str from
Montesano; 18m \$1; telephone fr
Olympia
*Horr, Park Co, Mon p150-NP-987m
\$43 60
*Horse Plains, Missoula Co Mon
p200-NP-666m \$25 70 PO Plains
Horse Shoe Bend, Boise Co Id-sta fr
Idaho City 182m \$6; fr Emmett TuFri
-82; sta fr Caldwell MoTh-50m \$5
*Horton, Custer Co Mon NP
1131m \$67 05
*Hoskins, Or-P&WV-24m \$50
Hokkima, Custer Co Mon-stage fr
Miles City MWF-18m \$2
Hot Lake, Union Co Or-UP-813m
\$12 55; sta fr Union-7m
*Hot Springs, Mon-NP-768m \$37 10
Hot Springs, King Co Wa p100
NP-209m \$9 45; round trip, \$16 55
Houghton, King Co Wa-p200-sta fr
Seattle dly-8m 25c; also stage fr
Redmond; 10m 25c
Houlton, Columbia Co Or p200-NP
Houlton, Custer Co Id p800-stage fr
Blackfoot dly-100m \$10; also from
Challis-70m \$8 50
*Howard, Custer Co Mon-NP-1087m
864 85
*Howard, Crook Co Or-liv fr Prince-
ville-20m; PO Prineville
Howcan, Alaska
Howe, Id-sta fr Blackfoot; 90m \$12
Howell, Or-sta fr Silverton dly-\$1
Howell, Id-S&P Extension
*Hoyt, Dawson Co, Mon-Yellowstone
br NP

Hubbard, Ore p400-SPes-31m-
\$1 31-
Hughesville, Meagher Co Mon-Clen-
dennin-2m
*Hudson, Or-8Pes-159m \$6 36; mail
to Drain
*Humeysale, Id-sta fr Halley TuTh
Sat 18m \$2
Humptulips, Wa-Hoquiam 30m
Hunter, Id-UP-406m-820 75
Hunters, Or p100 NP-88m-95c
also Low Col str-45m 95c
Hunters, Wa p 125-stage fr Sprague
MoTh-70m \$7
Hunter's Hot Springs, Mon-Spring-
dale hack r all trains-8m-\$1 50
Huntington, Or p500 UP-404m-
\$16 15
*Huntley, Cascade Co, Mon-S&P M
&M-NP to Helena-880m-843 85
*Huntley, Crow Indian Reserv. Yel-
lowstone Co, Mon NP 1008m
860 90
*Hunt's Junction, Wa June NP and
O&WT-215m-83 65
Huntsville, Wa p250 UP and O&W
T-276m-811 40
Hurst, Mon p150-sta fr Big Timber
MWF-33m-84
Huson, Missoula Co, Mon-Desmet
br NP
Kutton, Mon-sta fr Rosebud Mo Fri
via Muddy-90m \$6

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Idaho City, Id p600 stage fr Boise
City dally-36m \$5; fr Banner semi
wkly-28m \$3
Idaho Falls, Bingham Co, Id p1000
NP to Garrison or UP via Poca-
tello-781m \$35 05
*Ila, Wa-str fr Riparia We Sat-36m
\$1 75; sta fr Colfax TuThSat-21m
\$2 75; sta fr Pomeroy MWF 30m \$2
*Illillewaet, BC p1000 CP-754m
\$63 60-
Ilwaco, Wa p700-1R&N-str fr As-
toria; 12m 75c str fr Portland TuTh
Sat-110m \$2 75-round trip \$3 50
Imnaha, Or-sta fr Prairie Creek TuSat
30m \$8
Independence, Or p800-SPes-
76m-83 03; also Will str-80m-\$1 50
also P&WV str via Fulquartz-82
Independence, Wa p100-sta fr Cen-
tralla; 14m \$2
Independence, Id-sta fr Eagle Rock
TuThSat-874m \$3 50
Indian Valley, Id p800-sta fr Weiser
145m \$5
*Ingiewood, Wa-SLS&E-211m \$6
*Inkum, Id-UP-743m-833 15
*Iona, Wa-NP-UP to Wallula-
833m \$13 85

Ione, Or-UP-180m \$7 22; sta r
Heppner Su-19m \$1 25
*Iron Bluff, Mon-NP-1211m-83 70
*Iron, Mon-MC-NP to Helena-
760m \$37 50
*Iron Mountain, Mon-Rivulet & St
Regis Br UP-Rivulet-12m
Irondale, Wa p250-str fr Pt Town-
send 84m \$2 50m 50c; PO Hadlock
*Iron Red, Mon-sta fr Dillon 60m \$6
*Irving, Or-O&Ces-117m-84 73-
*Irvinville, Or-Lob br SP-80m
\$3 60
Isabel, Or-stage fr Eugene MoTh
16m-82; also via Coburg
Island City, Or p300 UP Elgin Br-
Elgin 10m telephone to La Grande
Ivie, Or-hack fr Mehama 12m
Izee, Or-liv fr Stewart 25m
Jackson, Wa p150-sta fr Castle Rock
TuFri-3m
Jacksonville, Or p1000 RRV-833m
-
Jamestown, Id-sta fr Lewiston 51m \$5
-PO Farmington, Wa
*Jamestown, Wa-SLS&E-UP and
NP to Spokane Falls-383m; \$17 35
Jarman Prairie, Wa-F&S-18m
Jaeger, Or-sta fr Springfield Monday
Jawbone, Or-sta fr North Yamhill
150m \$5
Jefferson, Or p250-SPes-71m-
\$2 38-
Jefferson, Mon p200-Wickes Br NP
NP to Prickly Pear-778m-838 10
*Jefferson Island, Mon-NP-857m
839 80
Jesse, Cassia Co, Id-
Jewell, Or p100-sta fr Olney MWF-
18m \$1 25
*Jocho, Missoula Co, Mon-NP-
589m-827 35
*Joel, Id-S&P Lew Ext-Juliaetta-
22m
John Day, Or p300-stage fr Dalles M
WF-188m \$18; also fr Baker City
150m \$5; fr Heppner MWF-99m \$10
John Day's Lake, Id-sta fr Soda
Springs MWF 33m \$5 50
*John Day's, Or-UP-118m-8470
*John's Mill, Or-NGos-57m
*Jonson, Wa-S&P-452m \$20 60
Johnson's Landing, BC-str fr New
Westminster ex Su-37m \$1 25
Jordan, Or-liv fr Marion-19m
Jordan Valley, Or-sta fr Nampa, Id,
dly-75m \$11 50; fr Caldwell MoFri
60m \$6
Joseph, Or p600 stage fr La Grande
dally-79m-86 50
Joy, Or-liv fr Imnaha-12m

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Lakeview, Wa NP—137m—\$5 30 sta fr Stellacom 6m 50c	Leland, Or SP—276m—\$11 68; sta fr Almaden TuThSat 50c	Linkville, Or NP—100—sta fr Ager, Cal. dly \$55m \$8
Lakeview, Id p150—sta fr Hope 25m \$2	Leland, Wa—sta fr Port Discovery wkly—6m \$1	Linn, Or—NGS—100m
Lame Deer, Mon—sta fr Roseburg MF 60m \$4	Lemars, Wa—Harrington 12m	Linton, Or—NP—7m—50c; str fr Portland dly
La Mu, Or—livery fr Harney—22m— PO Harney	Lemhi Agency, Id—sta fr Camas \$117m \$13; sta fr Red Rock, Men dly 65m \$9	Lion City, Mon—sta fr Melrose dly 14m \$2 50
*Lanaark, Mon ST PM & M 1851m \$61 30	Lena, Or—sta fr Pendleton 14m \$3 50; fr Heppner 15m \$1 50—PO Heppner	Little Big Horn, Mon—stage fr Custer daily—6m—\$11 25
*Lane, Id—UP—445m \$18 45	*Lenox, Mon—St PM & M—N P to Helena—1271m \$57	*Little Elk, Or—OP—140m \$5 44
Langell's Valley, Or—stage fr Link- ville MWF—36m; also fr Bonanza wkly—50c	Lenta, Or p 200—stage fr E Portland MWF—6m 25c; also fr Highland \$1 75	*Little Falls, Wa—NP—71m—\$3 35— Sopenah station
Langley, BC CP—sta fr Victoria MWF; str fr Westminster ex Su—17m—50c	Lenville, Id—Cornwall 54m	Littlefield, Id—sta fr Murray 2m 50c fr Thompson Falls, Mon 25m \$5 —PO Murray
Langley Prairie, BC—New Westmin- ster—15m	*Leon, Wa—Sa P—510m \$20 75	Little Rock, Wa—sta fr Olympia 24m \$1; fr Montesano 55m \$3
Langlois, Or—sta fr Port Orford and Bandon 50c	Leslie, Id—liv fr Houston—7m	Livingston, Mon p 2750—NP—883m \$42 25—*
Lansdowne, BC—sta fr Seacom Mo Th—84m—\$8 50	Lewis, Or—sta fr Oakland TuSat— 16m \$1	Llano, Or—sta fr Vale dly—13m \$1 25
Lapush, Wa p 275—str fr Seattle Wed 130 m \$1 50	Lewisburg, Or—sta fr Salem Tu Fri— 16m \$1	Llewellyn, Or—stage fr Eugene City M—10m \$1 50
*Lapwai, Id—str fr Lewiston—11m 75c	*Lewis Spur, Jefferson Co, Mon— NP & M	*Lloyd, Mon p 100—NP—706m \$33 15
Lavant, Or—Cleveland 3m	Lewiston, Id p 1400—sta fr Dayton 63m \$7; also fr Colfax MWF—45m \$5; str fr Riparia ThSun—77m \$3 25; sta fr Pomeroy 15m \$2 25m \$3 50	Lobster, Or—liv fr Philomath—26m
Lardo, Id—liv fr Van Wyck	Lewistown, Mon p 300—sta fr Billings via Ubat ex Su \$14; fr Ft Benton MWF 95m \$10; fr Ft Falls 120m— \$10	Lockwood, Wa—spee fr Rockford 5m
*Laredo, Mon—86 PM & M—N P to Helena—958m \$47 30	Lewisville, Id p 500—sta fr Eagle Rock Tu Th Sat 16m \$1	Logan, Or—sta fr Clackamas Tu Fr 8m—50c
Larso, Wa—sta fr Spokane Falls— 145m \$4	Lewisville, Or—liv fr Airle—2m	*Logan, Wa—SL&E—UP and NP to Spokane Falls—401m \$15
*Larstine, Or—sta fr La Grande dly 62m \$5	Lewisville, Wa—stage fr Vancouver semiweekly—10m 50c	*Logan, Gallatin Co, Mon NP—826m \$38 05
Latah, Wa p 360—UP—\$97m; \$16 25	Lexington, Or p 900—UP—188m— \$7 58	Lola, Id—sta fr Lewiston wkly—65m \$6
*Latham, Or SP—145m \$5 35	Lexington, Wa—Stockport—1m; Cow- litz river steamers—55m—\$1 25	Lolo, Mon PM & BRV—NP to Missoula 544m—\$30 10
Latomas, King Co, Wa p 100—SL&E— str fr Seattle—7m 10c	Libby, Or p 400—sta fr Roseburg 65m	Lone Pine, Wa—liv fr Latah 6m—PO Tekoa
*Latourelle Crossing, O—UP— 27m—\$1 02	Lidert, Or—sta fr Prineville semi- wkly 12m \$1	Lone Rock, Or p 200—sta fr Arlington 4—60m \$6
Latourelle Falls, Or—UP—24m—see Rooster Rock	Liderty, Id—liv fr Montpelier—16m	*Long's, Wa—UP and O&WT—275m \$11 60
Laurel, Mon NP—980m—\$49 45	Licking, Wa—sta fr Wheatcom Wed Sa 30m; liv fr Nookschik—6m	Long Beach, Wa p 100—IR&N—Low Col sta to Ilwaco—114m \$5
Laurel, Or—liv fr Hillsboro—9m	Lightner, Marion Co Or—Aukeny 4m	Long Creek, Or p 250—sta fr Heppner dly 80m \$7; fr Canyon City MWF 30m \$3
Laurin, Mon—sta fr Dillon dly—42m—\$5; sta fr Virginia City Hy—12m—\$1 50	*Lignite, Mon—NP—1155m \$57 25	Long Tom, Or p 100—sta fr Eugene Mo 10m 50c
*Lava, Id—U—768m—\$34 35	Lilloet, BC—Savona—260m—\$40; sta fr Clinton MoWe 47m \$5	Long Valley, Id—liv fr Caldwell 80m
*Lava Creek, Id—sta fr Blackfoot 130 m \$11	Lima, Mon p 250—Springhill station ex Su—34m—\$6	Looking Glass, Or p 100—stage fr Rose- burg ex Su—8m \$1 25; also fr Oak land TuFr
Lavina, Mon—sta fr Billings—56m—\$5; fr Ft Falls 196m \$14	Lime Creek, Id—sta fr Mountain Home ex Su—34m—\$6	Lookout, Wheatcom Co, Wa—p 125— F&S fr Fairhaven 10m
Leaburg, Or—sta fr Springfield Mo 20m \$2; sta fr Eugene Tu	*Lime Kila, Pierce Co, Wa p 100—NP 160m—\$7	Loomis, Wa—liv fr Condonally—22m
*Leacholl, BC—CP—842m—\$38	Lincoln, Mon p 150—liv fr McClellan Gulch 10m	Loon Lake, Wa—SF&N—UP and NP to Spokane Falls—416m \$15 65
Lehan, Wa—Willapa 16m	*Lincoln, Mon—MC—NP to Helena Lincoln, Polk Co, Or—Will sta—63m \$1 00; also stage fr McCoy dly—8m \$1 00; also fr Salem dly—6m—50c	Loop Loop, Wa—Ruby 4j
Lebanon, Or SP—900—Leb Br SF 91m \$3 75—sta fr Sweet Home MWF F—20m \$1	Lincoln, Tillamook Co, Or—see Til- lamook	Loop Loop City, Wa p 100—sta fr Wil- bur dly—80m \$12
Leber, Wa—sta fr Hillhurst TuThSat 17m \$1; also Tacoma—25m	Lincoln, Wa—sta fr Davenport MoTh 67m \$4 50; fr Sprague MWF—110m	Lopez Island, Wa—str fm Ft Townsend MWF \$20m \$1
Leduc, Id—see Picabo	*Lind, Wa NP—294m—\$12 60	Lorane, Or—sta fr Cottage Grove Mo 16m
*Lee, Wa—O&WT—UP to Wallula —241m \$9 95	Linden, Latah Co Id—liv fr Kendrick 20m	Loring, Alaska—PC str fr Tacoma semi-monthly—rd tp \$100
Lee, Or—Fairview—6m		Lostine, Or—sta fr La Grande dly 60m—\$5
Lee, Mon—sta fr Rosebud MF 45m \$3		
Leeds, Or—Eagle Point 3m		
Leesburg, Id—liv fr Salmon City—17m		
Leland, Id—sta fr Lewiston MWF— 81m \$2		

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0000—stage fr
to Linkville M
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pay Freight.

Lost Prairie, Or—sta fr LaGrande wkly 101m \$10	*McClellan, Mon—NP—1254m—\$60 85	Marengo, Wa—sta fr Dayton dly 15m \$1 50; fr Pomeroy 9m \$1
Lost River, Id p200—sta fr Blackfoot dly 75m \$9	*McCoy, Or p150★SPws—62m \$2 48;	*Marina, Mon★SPM&M—1022m—\$4480
Lost Valley, Gilliam Co, Or—liv from Condon—12m; mail to Lone Rock	*McIntosh, Wa—NP—110m \$4 50	Marion, Id—sta fr Albion MWF—23m \$2 50; fr Kelton, Utah; 18m \$7
Lou Lou, Mon—See Lolo	*McKay, Wa—str fr Seattle MWF Sat 65m \$2 50	Marion, Or★p300—SPes—60m \$2 00
Louis, Or—sta fr Oakland TuSa 21m \$2	*McKee, Or—NGes—47m—\$1 50	Marion, Wa p150—liv fr White River 3m
*Lovell, Id—UP—407m \$16 55	*McKeen, Mon—M&BRV—NP to Missoula—657m \$80.75—	Market Lake, Id★UP via Pacatello—798m—\$35 90★sta fr Egin semi wkly \$7
Lowell, Or—stage fr Springfield MWF 36m \$2	McKensie Bridge, Or—stage fr Springfield Mo—57m—\$6; also fr Eugene Tu—60m \$6	Markham, Wa—str fr Cosmopolis Tu Sa—82
Lowell, ★str fr Seattle; 36m \$1 50	*MacClains, Missoula Co, Mon—M&BRV br NP	Marmot, Or—livery fr Sandy—8m
*Lowe, cascades, Wa—MidCol str 63m \$1	*McLeane, Wa—str fr Tw ana SuTuTh Sat	Marquam, Or—liv fr Mt Angel—6m
Lower Nicola, B C—sta fr Spence's Bridge Th—\$5	McLeod, Park Co, Mon—livery fr Big Timber—17m	Marsh, Id—sta fr Caldwell TuSat—34m \$3
*Lowson, Or—NGes—98m	*McMillan's Spur, Mon—M & B RV NP to Missoula—676m—\$81 60	Marshall, Wa★p150★June NP and S&P—367m \$21 15
Lucille, Mon—liv fr Chateau 45m	*McMinville, Or★p1800—SPws 50m—\$2—	Marshallfield, Or★p1000—stage fr Roseburg ex Su—70m—\$8; also fr Drain 85m \$2★str fr San Francisco every 4 days
*Luckiamute, Or—NGws—78m—PO Monmouth	*McMinville Crossing, Or—NGws 58m \$1 35; also Will Strs—50m \$1 25	Marshall, Id p250—sta fr Blackfoot; 80m \$11; fr Arco; 120m \$3
*Lucky Queen, Or★SPes—286m \$11 50	McMurdo's Landing, B C—str fr Golden MoTh 20m \$1	*Martin, Wa★p200★NP—232m \$11 45
Lulu Island, BC—CPN str fr Victoria SuWeFri \$3	McMurray, Skagit Co, Wa—Fir 7m	Martina, Mon—liv fr Missoula—50m
Lummi, Wa p350—sta fr Blaine TuFr 5m—50c; str fr Sehome—8m—50c	*Macos, Mon—STPM&M—NP to Helena 1291m \$68 50	Martinsdale, Mon★sta fr Big Timber MWF—65m—\$8; fr Billings via Ubel 1; 14; fr Helena; 120m \$25; fr Townsend MWF
*Lupers, Or—SPes—115m \$4 65	McPhersons, BC p150—E&N—297m \$11 75	Marysville, Mon★p1500★NP and MC 760m \$35 80
Lutgens, Or—sta fr Newport TuFri—18m \$1	Madrone, Wa—str fr Seattle daily—74m 50c	*Marysville Junction, Mon★NP and MC—759m \$55 75
Lyle, Wa p150—Mid Col str—100m \$3 25	*Magpie, Mon—NP—813m—\$37 70	Marysville, Wa p200★str fr Seattle ex Su 30m \$1—
Lyman, Id—sta fr Eagle Rock MWF 26m \$2 50—PO Independence	Maiden, Mon p600★sta fr Custer MWF 127m—\$15; also fr Billings via Ubel daily—107m \$15; fr Gt Falls; 189m \$12	Mason, Id—sta fr Lewiston—33m \$3 50
Lyman, Wa—str fr Seattle Wed Sat 104m \$3	Malad City, Id★p200★sta fr Oxford 140m \$8; fr Collinston, Utah; 35m \$3	Mason, Malheur Co, Or—stage fr Ontario Wed—\$1 50
Lynden, Wa p800★sta fr Whatcom—123m \$1	Malheur, Or p100—sta fr Baker City MWF—30m \$3 50; sta fr Ontario, Id., MWF	*Mason's, Missoula Co, Mon—M&B RV br NP
Lyon, Mon—liv fr Ennis—85m	Malott, Wa—sta fr Coulee City; 30m \$0	*Matos, Or—Camp Polk 10m; mail to Sisters
*Lyons, Linn Co Or★OP—108m \$4 32	Malte, Id p100—sta fr American Falls wkly—50m \$4	Matney, Or—liv fr Condon—6m
Lytton, BC★CP★608m—\$21	*Malta, Mon★STPM&M—NP to Helena 1174m \$62 45	Mataqui, BC★str fr New Westminster 133m \$1★
	Mammoth Hot Springs, Wyo (Yellowstone Park)—sta fr Cinnabar dly—6m—\$1 50	*Mauland, Or—sta fr Grant daily—16m \$2
	Mann, Mon—sta fr Corvallis MWF 10m \$1 fr Gt Falls; 31m \$2 50	Mauzy, Wa—str fr Tacoma 10m 50c
	Manning, Or p250—stage from Forest Grove—11m	*Maxwell, Or—UP—128m \$7 72
	Mann's Creek, Id—sta fr Weiser 12m \$1	*Maxwell, Or—OP—35m \$3 40
	Manford, Wa—Sauk 94m	Maxwell, Or—Lower Col Riv str—30m 50c
	Maple, Wa—liv fr Friday Harbor—4m	*May Creek, Wa—C&P—182m \$8 20;
	Maple Bay, BC★CP★str fr Victoria MWF—Barnard	Mayer, Wa—livery fr Spokane Falls 14m
	Maple Leaf, Wa—liv fr Terence—9m	Mayfield, Id—sta fr Boise City semi-weekly—23m
	Maple Ridge, BC★CP★str fr Victoria MWF	Mayger, Or—Low Col str—58m \$1 50
	Maple Valley, Wa p150—C&P—192m \$6 65	Mayview, Wa—sta fr Colfax TuThSa \$2; sta fr Pomeroy MWF—25m \$2 50
	Marcus, Wa—stage fr Spokane Falls MWF—109m \$3 50	Mayville, Or—sta fr Arlington 51m \$5
		*Maywood, Wa—NP—204m—\$0 20—
		*Mecham, Or★UP—280m \$11 20★
		Meek, Wa—S&N—383m
		Meadow, Or—sta fr Eugene MTh 40m \$1

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 1te River 3M
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 1ndy-8m
 1Angel-6m
 1well TuSat-
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 1-stage fr Rose-
 1also fr Drain
 1ancisco every
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 1ew Westminster
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 1PS-192m \$8 20;
 1lake Falls 14m
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 1str-58m \$1 50
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 1Bozeman ex Su-58m-\$10-1
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 1\$2 50
 1Medbury, Id-UP-559m-\$23 95-1
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 1burg Tu Th Sat-6m 50c
 1Melville, Mon-sta fr Big Timber MW
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 1Merino, K-n-liv fr Winnecook 15m
 1Merlin, -SPcs-287m-\$11 51
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 1Merrill, Mon-NP-947m-\$47 85
 1Merritt, Mon-NP-1014m \$51 10
 1Metchosin, BC-sta fr Victoria Fr-
 1Meteteese, Mon-sta fr Red Lodge
 1MoTh-88
 1Methow Landing, Wa-sta and str fr
 1Ellensburg MoTh 130 m \$14; sta fr
 1Concoconally TuFri 50m \$3
 1Meyersburg, Mon-sta fr Livingston
 1Sat 23m \$4
 1Mira, Wa-sta fr Spokane Falls daily,
 115m-\$1 50; sta from Lewiston ex Su
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 1Michael, Id-UP-723m-\$32 10
 1Mid Canyon, Cascade Co, Mon-M-
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 1Middleton, Or p100-P★WV-19m 75
 1Middleton, Id-sta fr Caldwell MW
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 1Middle Valley, Id-stage fr Weiser
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 1Midland, Wa-Tacoma 8m
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 1Milfred, Wa-NP★PSR 160m-\$7 2
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 1W 35m \$2 50; fr Sprague MWF-
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* **Milk River**, Mon—StPM&M 1250m
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* **Mill City, Or**★p100—OP—118m \$4 72
* **Mill Creek, Mon**★MP—767m \$44 95
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* **Millers, Or**★SPes—75m—\$3 05
* **Mill No. 4, Or**★OP—164m \$3 38
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* **Milton, Mon**★NP—1206m \$3 45
* **Milton, Or**, Columbia co—NP—
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* **Milton, Or**, Umatilla co★p500—UP—
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* **Minawake, Or**—p125—SPes—6m—30c
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* **Minam, Or**—Elgin 8m
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Mineral Springs, Or—sta fr Union M
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* **Minerva, Or**—Florence 14m
* **Mingusville, Mon** p100★NP—125m
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* **Minidoka, Id**★UP★672m
Mink, Or—livery fr Oregon City 9m
* **Mink Creek, Id** p400—stage fr Frank-
lin MTh—20m \$2
* **Minnie Falls, Wd**☆livery fr Spruce
12m
* **Minter, Wa**—str fr Tacoma SoTuThSat
20m \$1
* **Mishawaka, Or** p100—sta Olney M
WF—20m \$1 50
* **Mission, Or**—UP—235m \$1 35
* **Mission, Id** p100★Ca'AR&N str fr
Cœur d'Alene City; NP to Cœur
d'Alene★458m \$21 30—P O Old
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* **Mission, BC**★CP★389m P15 35
* **Mission, Victoria**★NP to Lush 12m \$2 50
sta fr Northwest inter ex Su—33m—\$1;
sta fr Kamloops Su—100m
* **Mission, Mon** NP—890m—\$44 95
Mission, Wa—sta fr Ellensburg Th 60m
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* **Mist, Or**—liv fr Clatskanie—6m
* **Missoula, Mon**★p500★NP★633m—
\$29 50
* **Mitchell, Alaska**—
* **Mitchell, Or** p125—stage fr Dalles Tu
Th—125m \$11 50; sta fr Canyon
City TuThSa—77m—\$8
* **Mitchell, Mon**—MC—NP to Helena
75m \$83 55
* **Mitchell, Kitap** to Wa★str fr Se★tle
14m \$1; mail to Sidney
* **Moberly House, BC**—CP—815m
\$36 05
* **Mockenema, Wa**—UP—357m—\$15 65
* **Mohawk, Or** p150—stage fr Eugene
MoTh—10m \$1 50
* **Mollala, Or** p300★NP fr Aurora 18m
* **Mollala, Co**, Mon NP—p300—sta
to str fr Ravalli MWFF \$6 50
* **Monarch, Meagher** co, Mon—stage fr
Cora MWFF—20m \$3

Mondevit, Wa p150-★NP✱ UP to Wallula 3.4m #17 65
***Monida, Mo**★UP via Pocahontas 861m #39
Monkland, Or—sta fr Grant's? 20m— #1 75
Nonmouth, Or★p500✱NGwa—70m #2 50
Nonohon, Wa—SL&E—215m—\$0 15
Monroe, Or p250—sta fr Corvallis Tu ThSa—19m #1 50; also fr Junction? 9m \$1
Monroe, Wa p500—sta fr Snohomish 7m 50c
***Montana Landing, Or**—Wll str—138m #2 50
*** Montana Central Spur, Mon**—NP and MC—789m—#38 65
*** Montana City, Mon**—Wickes Br NP and MC—PO Canyon—768m—#37 60
Montesano, Wa★p 2000✱PS&GH fr Kamiche—35m—#2—25—str fr Aberdeen? 18m—75c; fr Hoquiam ex Su We—20m #1 telephone fr Olympia
Montesano Dock, Wa★Montesano
***Monticello, Wa**—NP—48m—#1 40
Montpeller, Id★p1500✱UP—330m #37 50 telephone to Paris and St. Charles
Monument, Or—sta fr Heppner dly—50m #5; fr Canyon City 45m #6
Moodyville, BC p400★str fr Victoria ex Mo 35m #8
Moorehead, Mon—Franklin 25m
*** Moore Creek, Mon**—NP—772m—#37 85
Moore (Creek Ferry, Mon)—stage fr Missoula MWF 35m #4
*** Mora Id** OSL 500m #2 95
Moreland, Mon★NP—833m—#39 70✱
Morebay Island, BC CPN—str fr Victoria Fr
Moro, Or—sta fr Grant's? 20m #1 50
*** Morrell, Id**—UP—791m—#35 60
Morse, Id p100—liv fr Pauls—18m
Morton, Or—sta fr Agawam Su 75m #9
Morton, Wa—Tilden 18m
Moscow, Id★p2000✱UP and NP✱ 359m #17 30
Mosler, Or UP—72m—#2 87c
Mossy Rock, Wa p100—sta fr Coville tri-wkly—24m #2 50
Mountain Dale, Or—Stage 5 Forest Grove TuThSa—4m—50c
Mountain Home, Id★p300-UP—541m #34 05 ✱
*** Mountain House, Mon**★stage fr Thompson Falls? 16m #3
*** Mountainide, Mon**—NP—871m #43 30
*** Mount Angel, Or**★NGwa 49m
*** Mt Baker, Wa**—str fr Seattle SuTuTh 70m #1
Mt Coffin, Wa—Low Col str—50m—#1 50
Mt Hood, Or—sta fr Hood River semi wkly July 1 to Sept 1—35m #2 50; rest of year lively

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Mt Hope, Wa p750—live fr Rockford 5m

Mt Idaho, Id★p200★stage fr Lewis-ton ex Su—70m—\$8—★

Mt Lehman, BC—str fr Victoria MWF—str fr NWestminster ex Su—29m—\$1

Mt Pleasant, Wa—str fr Portland 150c

Mt Tabor, Or—p750—motor fr East Portland every 30 minutes—3m 10c

Mt Vernon, Or★stage fr Canyon City TuThSa—8m 75c; sta fr The Dalles TuThSa—160m \$15

Mt Vernon, Wa★p800★str fr Seattle MWF 1 30m \$1; also La Conner MoTuFrSa—12m \$10 1/2

Mt View—SPwa—91m \$3 85

*Mouth of Willamette, Or—str fr Portland—12m 50c

*Mouth of Yamhill, Or—Will str—40m \$1

Mowry, Or—sta fr Prineville—43m

Moxey, Wa—liv fr Yakima—4m

Muck, Wa—sta fr Hillhurst semiweekly 6m 25c

Imud Bay, Wa—stage fr Olympia 1 5m—50c

Mud Bay, BC—New Westminster—25m

*Muddy, Linn Co, Or—SP es—102m \$4 13; PO Harrisburg—3m

Muddy, Mon—sta fr Rosebud MF 65m \$4

Mud Lake, Id—sta fr Camas 1 15m \$2

*Mulr, Mon★NP—370m—\$42 55

Mukilteo, Wa p100—str fr Seattle dly 30m \$1 1/2

Muldoon, Id—stage fr Bellevue—tri-wkly—24m \$2 50

Mullino, Or p150—sta fr Oregon City MWF—10m 50c

*Mulheria, Mon—NP—932m—\$45 50

Mullan, Id p500★Cd★AR&N★UP—55c—\$24 15

*Maltomah Falls, Or—UP—82m—\$1 27; PO Bridal Veil—4m

Mundorff, BC—sta fr Ashcroft MWF 20m \$2

*Munkers, Or—OP—95m \$3 80

Murphy, Or—stage fr Jacksonville—MoFr—25m \$2

Murray, Id★p1400★sta fr Osburn dly 14m \$3; fr Thompson Falls 1 30m—\$5; sta fr Wallace—18m \$2 50

Murray's, Or—140m \$14

Musselshell, Mon p100—sta fr Custer MWF—43m—\$6 50

*Myers, Mon★NP—1065m \$2 75

*Myrtle, Id p160★sta fr Osburn dly—12m \$1 50—PO Delta

Myrtle Creek, Or p100★SPes—\$20m \$3 32—★

Myrtle Point, Or p175★stage fr Roseburg ex Su—60m \$7; sta fr Drain 120m \$9 50

*Nabco, Wa—IR&N—Low Col str to Ilwaco—126m \$3 50; mail to Sealand

*Nameko, Id—JP—522m—\$22 05

Nampa, Id p225★UP★486m—\$30 25

Nanaimo, BC★p2000★E&NRY 335m \$12 25 fr Victoria—73m; str fr Victoria TuFri 76m \$2 50★str fr Vancouver, BC SuTuWeSa 38m \$4; fr Portland every 6 days \$13

Nansens, Or—sta fr Dalles TuThSa—20m \$2

*Napati, Id—UP—307m—\$30 80

Napavine, Wa★p200★NP—38m \$3 15

*N G Crossing, Or—Junction—Leb Br SP and NGEs—88m—\$3 43

Nasel, W p175—boat fr Oysterville 20m \$1

Nashua, Mon—St PM&M—NP to Helena—1265m \$56 40

*Nashville, Or—OP—SP to Corvallis 128m—\$4 94

*Natal, Or—liv fr Mist—6m; mail to Mist

Naylox, Or—stage fr Linkville ex Su 13m—\$1 25

Neah Bay, Wa★str fr Pt Townsend MoTh—110m—\$4 50

Needy, Or—sta fr Aurora Mills MWF 6m

Neer, Or—Low Col str fr Hunter dly 50c

Nehalem, Or p250—Garibaldi—15m

Neihart, Mon★sta fr Cora MWF 56m \$5 50; fr Townsend dly 8m \$10

Nelson, Skamania Co, Wa—skiff fr Cascade Locks 4m

*Nelson's, Wa—NP—240m—\$12 55

*Nelson's Gulch, Mon—NP—761m

*Nephur, Bear Lake Co, Id—UP—848m \$38 35; mail to Cokeville

Neakowin, Or—sta fr Grand Ronde TuSa—\$1

Nesterton, Or p250—stage fr North Yamhill MWF—54m; sta fr Tillamook semi-weekly—9m

Netsarts, Or—stage fr North Yamhill MWF—45m; sta fr Tillamook wkly 14m

*Newaukum, Wa NP—88m—\$3 40

Newberz, Or★p700★P&WV—26m \$1; also Will str—35m \$1 1/2

New Bridge, Or p300—stage fr Baker City MWF—48m \$4 30

Newcastle, Wa★p500★C&P★195m \$3 40

*New Chicago, Mon p400★NP★360m \$32 85

New Dungeness, Wa★★str fr Port Townsend MoTh—24m \$1 50

New Era, Or p300—SPes—20m \$6; also Will str—18m 50c★

New Kamille, Mason Co, Wa p100★PS&GH

Newhall, San Juan Co, Wa p150—str fr Port Townsend MWF 70m; str fr Sehome Tu Th Sa—40m

Newlon, Mon—sta fr Ft Buford TuThSa 28m—\$3; sta fr Glendive MWF 55m—\$7

New Pine Creek, Or—stage fr Lakeview daily—15m \$1 50; also fr Redding, Cal—280m; fr Ashland MWF 189m

Newport, Benton Co, Or★p400★str fr Yaquina daily—4m 25c

*Newport, Coos Co, Or—see Marshfield

*New Station, Or—sta fr Baker City 1 20m \$3

*Newton, Washington Co, Or—SP wa—19m 75c

New Westminster, BC★p5000—CP 371m—\$12 75; str fr Victoria Su WeFri 75m \$3★fr Portland every 6 days \$3

*New Westminster Jc, BC★CP★63m \$14 10

*New Whatcom, Wa★Whatcom★str fr Seattle 124m \$1

*New York Bar, Wa—str fr Riparia WeSa—11m 75c

*Nibleville, Kitsap Co, Wa p500—str fr Seattle 1 15m \$1; mail to Sidney

Nichols, Id—sta fr Camas 1 63m \$7

*Nichols, Or—SPes—25m—\$9 59

Nickle, Wa—sta fr Chattaroy Sat 12 m \$1 25

Nicola, BC p150—sta fr Kamloops Su 35m

Nicola Lake, BC★sta fr Kamloops Su—90m

Nicola Valley, BC—sta fr Spence's Bridge Mon

*Nicomen, BC—CP—209m—\$15 55

Ninah, Id—sta fr Eagle Rock Tu Th Sa—214m \$1 50

Nine Mile, Mon—Fremontown 9m

*Nolin, Or p300—UP—212m \$8 43

Noonda, Logan Co, Id—livery from Bellevue—11m

Nooksackh, Wa★str fr Sehome 20m \$1; sta fr Whatcom 1 18m—\$1

Norfolk, Or—stage fr Drain MWF 75m—\$5 50

Norman, Wa—liv fr Stillaguamish 2m

Norris, Madison Co, Mon—Red Bluff 3m

North Arm, BC—New Westminster

North Bay, Wa—str fr Tacoma Fr 34m \$1 50

North Bend, BC★p100★CP—476m—\$19 70

North Bend, King Co, Wa—p250★SL&E

North Canyonville, Or★p250★sta fr Riddle daily—6m \$1

North Cove, Wa p100—IR&N str fr Astoria 1 55m \$3

*North Fork, Mon—StP, M&M—114m \$49 45

*North Fork, Or—UP—265m \$10 32

North Great Falls, Mon—liv fr Great Falls—4m

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North Pow
\$12 47 1/2

North Saan
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*North Sa
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North Yaki
815m \$15

North Yamh
\$1 57

*Norton, O

*Norton's,

Norway, Or
60m \$7; str

Norwood, Mo

*Norwood, W
ringer Stati

*Notch Hill

*Notus, Id—

Novelty, Wa

*Noveme, Id

Noxon, Mon★

*Noxval (Tru
paria ThSu

*Nucachamp,

WeThFri—7

Nye, Mon p200

ThSa 7am—4

Nye, Or p200—

24m \$2

*Nysse, Or—U

Consult

Oak Creek, Or—
11m 50c

Oakdale, Wa
8&P★675m

*Oak Grove, C

Oak Harbor, W
61m \$1

Oakland, Or★p

Oakley, Id p60

daily—55m \$2

90m \$7 25; fr

\$2 50

Oakley, Or—liv

Oak Point, Wa

80m \$1 50

Oakville, Or—sta

Oakville, Wa p25

25m—\$2 50; st

*Oasis, Id—UP

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North Powder, Or ★ p200—UP—337m
\$13 47½

North Saanich, BC ★ • str fr Victoria
Tu Fri 20m \$1—str fr Nanaimo
Sat

North Santiam, Or ★ NGes—75m
PO Aumsville—6m

North Yakima, Wa ★ • p3000—NP
215m \$15 75½

North Yamhill, Or ★ p450—SPws 30m
\$1 57

Northon, Or—UP—303m—\$14 51

Norton's, Or—OP—133m—\$6 14

Norway, Or p250—sta fr Roseburg
60m \$7; str fr Coquille dly 8m 25c

Norwood, Mon—livery fr Melrose 10m

Norwood, Wa—NP—159m \$7 25; Der-
ringer Station

Notch Hill, BC ★ CP—646m \$23 20

Notus, Id—UP—471m \$19 50

Novelti, Wa p200—liv fr Monohon

Novene, Id—UP—816m—\$36 80

Noxon, Mon ★ NP—494m—\$22 60—X

Noxwal (Trux Ldg) Wa—str fr Riparia
ThSu—53m \$2 50

Nucachamp, Wa—str fr Seattle Mo
WeThFri—70m \$3

Nye, Mon p200—sta fr Stillwater Tu
ThSa 7am—40m—\$5

Nye, Or p200—sta fr Pendleton 1—
24m \$2

Nynsa, Or—UP—454m \$18 85

O'Brien's, Wa—PSSL—171m—\$7 25

Ocean, Wash—Orcas Island 9m

Ocean Park, Wa—IR&N—Low Col
str to Ilwaco—124 m \$3 50

Oceanside, Wa—IR&N—Low Col str
to Ilwaco—117m \$3 20

Ocean View, Or—sta fr Waldport Mo
Th—9m—75c

Ocean View, Wa—IR&N—Low Col
str to Ilwaco—116m \$3 15

Ocosta, Wa—

Oden, Id—NP—453m \$20 50

Oka, Mon—sta fr Billings MWF 99m
\$10; fr Helena MWF 195m \$20

Okanagan, BC—Savona—100m—\$20

Okanagan Mission, BC—sta fr Sica-
mous wkly 90m \$10; fr Kamloops
Tu 130m \$12 50

Ola, Id p100—sta fr Boise City semi-
wkly 55m \$6

Olaie, Or p200—sta fr Roseburg MWF
19m \$1

Olaia, Wa—str fr Seattle ex Sat Sun
18m \$1

Old Garrison, Mon—Garrison—X

Old Mission, Id—Cd'A B & N 458m
\$21 30

Old's Ferry, Id—UP—413m—\$16 65

Old Tacoma, Wa ★ NP—147m \$6 25
PO Tacoma—2m

Olene, Or p100—sta fr Linkville MW
F—12m \$1

Olequa, Wa p100—NP—68m \$2 40X

Olex, Or—stage fr Blalocks MWF—22m
\$2 50; fr Arlington exSu—16m—\$2

Olga, Wa p200—str fr Port Townsend
MWF—\$2

Ollive, Mon—NP—668m \$26 30

Olney, Or—str fr Astoria Mo We 12m 50c

Olney, Wa ★ p600—SLS&E—Gilman
station

Olympia, Wa ★ • p4500—O&CV—NP
to Tenino—119m—\$6 30; also str fr
Tacoma dly—30m—50c—

Oak Creek, Or—sta fr Roseburg MF—
11m 50c

Oakdale, Wa p750—Junc. UP and
S&P—\$75m \$15 85

Oak Grove, Or—See Ruckle's

Oak Harbor, Wa—str fr Seattle daily
61m \$1

Oakland, Or • p400—S&P—180m \$7 25

Oakley, Id p600—stage fr Minidoka
daily—55m \$2, sta fr Kelton, Utah,
90m \$7 25; fr Albion triwkly—32m
\$2 50

Oakley, Or—liv fr Harney—23m

Oak Point, Wa p100—Low Col str—
80m \$1 50

Oakville, Or—sta fr Shedd's tri-wkly 3m

Oakville, Wa p250—sta fr Olympia;
25m—\$2 50; sta fr Centralia; 18m \$2

Oasis, Id—UP—800m—\$36 45

Omans, Wa—SLS&E—UP and NP
to Spokane Falls—417m \$18 80

150-Mile House, BC p100—sta fr Ash-
croft Mo 135m \$22 50

One, Benton Co, Or—sta fr Yaquina
AcTh—7m 50c

Onelda, Id p350—UP—755m \$33 75

Onion, Or—UP—83m—\$1 82

Onge, Mon—South Butte 7m

Onion Peak, Or—liv fr Nehalem—8m

Ontario, Or • p200—UP—444m \$15 25
sta fr Vale; 16m \$2

Ontario, Whitman Co, Wa—sta from
Almota—3m—\$1; sta fr Lewiston Tu
ThSa—29m \$3; mail to Wawawai

Onyx, Id—UP—745m \$33 25

Ophir, Wa—spec fr Alma 13m

Orcas Island, Wa—str fr Port Towns-
end MWF—45m—\$2

Oreana, Id—sta fr Mountain Home
MWF—43m \$4 50

Oregon City, Or ★ • p 2500—SPes
16m—64c; also Willstr—12m—25c—X

Oregon Locks, Or ★ Oregon City

Oregon Pac. Crossing, Or—NGes—75m

Oreton, Or—stage fr Sheridan semi-
wkly—35m \$3

Orilla, Wa—PSSL—173m—\$7 25

Orondo, Wa—sta and str fr Ellensburg
Mo 70m \$7

Orting, Wa p1000—NP—164m—\$7 15

Osborn, Wa—sta fr Mossy Rock wkly
3m 50c

Oshorne, Id p200—Junction UP and
Cd'ARN—475m \$20; str fr Cœur
d'Alene 1

Oscola, Wa p200—livery fr Boise
Creek—2m

Osoyoos, BC—liv fr Okanogan Mission

Oso, Wa—canoe fr Seattle

Oswego, Or p500—P&V—7m 20c;
also Will str—7m 25c

Oswego, Mon ★ 8t PM&M—NP to
Helena 1301m \$57 60

Oswego, Id—sta fr Ketchum MWF—
30m \$4

Ottie, Wa—NP—392m \$17 50

Oto, Wa—liv fr Lyle—10m

Ottertail, BC ★ CP—849m—\$38 30

Ovando, Mon—sta fr Avon WeSa 44m \$4

Oven, Wa—sta fr Ellensburg wkly—
10m

Ovid, Id p100—sta fr Montpelier; 8m
50c

Owins, Id—UP—641m—\$28

Owyhee, Id—UP—508m—\$21 35

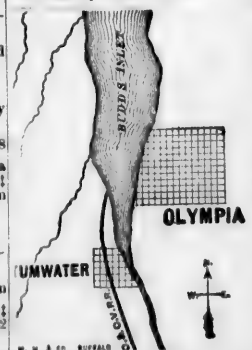
Oxford, Id ★ p300—UP via Pocatello
784m—\$35 25X

Oysterville, Or—PO Yaquina—2m

Oysterville, Wa p300—IR&N str and
sta fr Astoria; 33m \$2

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!Pacific Av. Depot, Tacoma, Wa—NP 144m—47
*!Pack River, Id—NP—455m \$30 65
Padilla, Wa—str fr Seattle SuTuTh 85m \$1
*!Pagari, Id—Wood River br UP—645m—\$28 20
*!Paha, Wa—NP—303m—\$13 05
*!Painted Rock, Mon—NP—806m \$37 75
Paisley, Or p200—stage fr Lakeview TuSa—43m—\$2 50
!Palato City—sta fr Pomeroy 18m 50c
!Palliser, BC★CP—834m—\$37 60
Palmer, Wa★NP★188m 88 40
Palouse, Wa★p1000 ★S&P★472m \$19 20
*!Pampa, Wa—UP—330m—\$14 35
*!Paper Mill, Or—SPes—13m—\$7c
Paradise, Or—liv fr Astoria 30m
*!Paradise, Mon—NP—562m \$26; PO Melville
Paradise, Wa—liv fr Marshall 6m
Paris, Id★p1600—sta fr Montpellier 10m 50c; fr Evanston, Wy 179m 98
Park, Wa—sta fr Whetcom 14m \$1
Park City, Mon★p100★NP★973m—\$40 15
*!Parker, Or★SPwa—81m \$3 24
*!Parker's, Or—sta fr Baker City 30m \$4 50
Parkersburg, Or p100—Roseburg—70m str fr Coquille
*!Park Place, Wa—str fr Seattle 76m \$2 50
*!Park Place, Or p300—SP sta—Paper Mill—Portland 13m
*!Parma, Id—UP—462m—\$28 05
Parrott, Wa—sta fr Wilbur WeFriSu 15m \$1 50
Pasco, Wa★p800★June Cas and Idaho dlv NP—UP to Wallula—237m—\$4 45
Pataha City, Wa★p800★sta fr Pomeroy dly 5m 25c; sta fr Dayton dly 30m \$2 75; telephone to Pomeroy
Paulina, Or—sta fr The Dalles via Prineville 160m \$18
Pavilion, BC—sta fr Ashcroft SuWe 65m \$5 50
*!Payette, Id★p800★UP—440m \$28 45
*!Payne, Id—UP via Pocatello—788m \$5 45
!Paysonville, Or p100—sta fr East Portland 23m \$1

!Peace River, BC—sta fr Quesnelie Pearson, Wa—sta fr Pt Madison 3m
Pebble, Columbia Co Or—Vernonia—3m
!Pebble, Id—UP—775m \$34 70
Pe Ell, Wa p100—sta fr Chehalis semi weekly—24m \$2
Peel, Or—liv fr Oak Creek—13m
!Pekin, Wa—Low Col str—86m \$1
Pendleton, Or★p5000★junction UI and O&WT★231m \$30 22
!Pendleton, Id p100—liv fr Gray's 10m
*!Pendleton Junction, Or—UP—232m—\$30 28
Pend d'Oreille, Id p150★Sand Point Station
*!Penewawa, Whitman Co, Wa—str fr Riparia WeSat—24m \$1 25; liv from Colfax 19m
Peninsular, Multnomah Co, Or—St Johns motor fr Portland hourly—5c
*!Pennys, BC—CP—566m—\$24 20
Peola, Wa p200—sta fr Pomeroy WSe 13m
*!Peone, Wap100—SF&N—UP and NP to Spokane Falls—885m \$17 10
Peoria, Or—Wll str—125m \$2 50; sta fr Shedd's dly—6m 50c
Perdue, Or—sta fr Riddles semiweekly 22m \$1 50
!Perham, Or—sta fr Prineville wkly—26m \$2 50; mail to Prineville
*!Perma, Mon—NP—574m—\$26 60
Perry, Union Co, Or p150—NP—La Grande 34m
Perry, Wa—liv fr Grange City—3m
Perrydale, Or p150★NGwa—52m \$1 85
*!Pescadora, Id—UP—824m—\$37 15
Peshastin, Wa—sta and str fr Ellensburg to Wenatchee, thence livery
Peterson, Chehalis Co, Wa—1 Ry&N—str fr Astoria 65m \$4; str fr Montesano TuThSa
Philbrook, Mon—sta fr Billings dly—116m—\$12 50—fr Gt Falls 83m \$7
Phillipsburg, Mon★p2500★NP 712m \$33 50
Philomath, Or★p400★OPK★SF 105m—\$4 25; telephone fr Corvallis
Phinney, Wa—str fr Seattle SuTuTh 28m—\$1
Phoenix, Or★p300★6Pee—333m \$13 37
Pialachie, Wa—see Thomas
Piegian, Mon—sta fr Uln Sat 86m \$2
*!Pleaho, Id—Wood River br UP—661m—\$28
Pickering's, Wa—Olympia 15m
Pierce City, Id p250—sta fr Lewiston wkly—95m—\$7 50
Pilchuck, Wa—Hudd 8m
!Pilgrim Mining District, Or—sta fr Mehama TuThSa
*!Pillar Rock, Wa—Low Col str—84m \$1 50
Pilot Rock, Or p150★stage fr Pendleton ex Su—16m \$1 50; also fr Heppner dly—45m \$2 50

!Pima, Id—Wood Riv br UP—638m \$27 85
Pine, Id p150★sta fr Mountain Home ex Su—\$7
Pine City, Wa p300—sta fr Cheney MWF—22m \$2 50
Pine Grove, Id—sta fr Mountain Home 145m—\$7; fr Hailey 80m \$10
Pine Valley, Or—stage fr Baker City MWF—59m \$5 00
Ping, Wa—sta fr Pomeroy MWF 20m \$2
Pioneer, Wa p150—liv fr LaCenter—4m
Pioneer, Mon p200★sta fr Gold Creek dly—6m—\$1—\$1
Pioneerville, Id p250—sta fr Idaho City 17m \$2
Pipestone Springs, Mon—NP—871m \$40 80
Pittsburg, Or—sta fr St Helens semiweekly—20m \$1 50
Placer, Mon p300★NP—772m—\$36 65
Placerville, Id p200—sta fr Boise City dly—43m—\$7—\$1
Plains, Mon★see Horse Plains
Plainview, Or—NGes—97m—
!Plainview, Mon—sta fr Red Rock dly 82m \$3 50
Platt, Bingham Co, Id—sta fr Eagle Rock TuThSat—20m \$1 50
*!Plaza, Wa—S&P—NP to Marshall 397m \$22 15
Pleasant, Klickitat Co, Wa—stage fr Goldendale MWF—13m \$1
Pleasant Hill, Or—sta fr Goshen TuThSat 6m 25c
Pleasant Home, Or p200—stage fr East Portland ex Su—20m 75c
!Pleasant Valley, Id★UP★854m \$33 70
*!Pleasant Valley, Or★UP—370m \$14 77
*!Pleasant View, Wa—O&WT—UP to Wallula—256m \$10 70
Plevna, Or—sta fr Linkville dly—11m \$1; from Ager, Cal, dly
!Plumb, Wa—O&CV—NP to Tenino 122m \$4 00
*!Plummer, Id—UP—416m \$17
Plummer's Pass, BC—CP str fr Victoria WeFr \$1; fr New Westminster \$1
Plush, Or—sta fr Burns wkly 156m \$14
Pocatello, Id★p3000★UP★731m—\$27 50
Point no Point, Wa—str fr Seattle 24m \$2
!Point Rocks, Mon—sta fr Dillon dly 12m—\$1 75; sta fr Virginia City dly 38m—\$4 25—\$1
Point Terrace, Or—sta fr Eugene Mo Th—43m \$4
!Poison Creek, Id—sta fr Caldwell Mo Fri—14m \$1 50
!Polk, Or—NGwa—60m
Pomeroy, Wa★p1500★UP★322m \$13 50; sta fr Lewiston \$3 50

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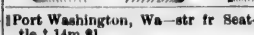
*!Pompey's \$51 70
*!Pontiac, Va
Pony, Mon p5
!Pony Mine, dly 40m
!Poppen, B
ster ex Su
*!Polar Creek str fr Poplar
!Poplar, Mo
Helena 131
*!Portage, Mo
Helena 984
*!Portail, Mo
795m \$38 91
Porter, Wa—
Port Angeles p2000—str 48m \$24
Portland ex
Port Blakely p500★str fr
Port Crescent
Townsend 8
Port Discover
Port Towns
Port Gamble, attle ex Sa
Port Hadlock,
Port Hammon str fr New W 50c—Hamm
*!Port Hane, CP str fr Vic Westminster
PORTLAND,
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Port Ludlow, V ex Sa—45m
Port Madison, V dly—12m
Port Moody,
*!Portneuf, I 737m—\$32 8
Port Orford, O ex Su—150m 156m \$12 50
!Port Orchard 13m \$1
*!Port Susan, 32m \$1 25
Port Townsend \$0 50; Port O District; str \$2 50; str \$2; C&N str 60m \$4; fr P
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Rann, Or—sta fr Canyon City MWF 30m \$4	Ridgefield, Wa p 150—str fr Portland TuThSa—20m 50c	Rockwood, Or—stage fr East Portland; 10m 50c
Rathdrum, Id ★ p300 • NP—403m \$18 05—✕	Ridgeland, Mon—stage fr Glendale MWF—67m—88	Rocky Bar, Id★p1000★stage fr Mountain Home ex Su\$45m—\$10; fr Atlanta MWF—83
Ravalli, Mon p100★NP★696m \$37 70	Rigby, Id—sta fr Eagle Rock TuThSa 11m \$1	Roeber, Wa—sta fr Whetcom † 16m \$1
Ravenna, King Co, Wa—	Rigney, Wa—liv fr Lakewood 2 1/2m	✕Rogers Landing, Or—Wli str—96m 75c
Ravenna Park, Wa—SL&E—180m \$7 60	Riley, Or—sta fr Canyon City 104m \$10	✕Rogers Pass, BC★CP—772m—\$34 45
✕Raymo, Wa—UP—255m—\$9 60	Rimini, Mon p400★NP★775m \$37 05	Rohrer, Mon—sta fr Craig via Augusta 40m \$4
✕Ray's Landing, Or ★ NGes—33m; also Wli str—36m—75c	Riparia, Wa★UP—301m—\$12 90★str fr Lewiston TuSat—77m \$3 25	Ronald, Kititas Co, Wap\$600—NP—250m
Reardan, Wa—p 100—NP—UP to Wallula \$694m \$17 65	Ritter, Or—liv fr Long Creek—16m	✕Rooster Rock, Or p175—UP—25m 97c; PO Latourell Falls
Red Bluff, Mon ★ sta fr Bozeman † 38m—\$7 50	Ritzville Wa★p400★NP★325m\$13 45	Rosalia, Wa—p350★8&P★UP to Wallula 394m \$17 55
Red Lodge, Mon p1200★NP—1027m \$52 10	Riverdale, Or—P&WV—5m 20c	Rosario, Skagit Co, Wa—OR&N str fr Anacortes MWF—5m
Redmond, Wa ★ SL&E—206m \$8 75	Riverside, BC—New Westminster—40m	Rose, Id—sta fr Weiser MoTh 51m \$3 50
✕Red Mountain Jc, Mon—NP—765m \$37 05	✕Riverside, Mon—NP—1040m—\$52 50	Rosebud, Mon★p300★NP—1111m \$56
Red Rock, Beaver Head Co, Mon★UP★NP to Garrison—899m \$39 50	✕Riverside, Wa★UP—260m—\$16 30	Roseburg, Or★p3000—SPes—197m \$7 95★
✕Red Rock, Jefferson Co, Mon—NP—807m \$40 75	Riverside, Wa—IR&N str fr Astoria daily—60m—\$3 25	Rosedale, Wa—str fr Tacoma triwly 20m \$1
✕Red's Place, Id★Murray	✕Riverside, Wa ★ O&WT—UP to Wallula—243m \$10 05	Rosly, Wa★p1800★NP—57m—\$13 05
Reedford, Mon—stage fr Billings via Ubet 144m \$14; Lewistown 2m	✕Riverside, Mon—M&BRV—NP to Missoula—678m \$31 80	Ross, Wa—SL&E—18—\$7 40
✕Reedpoint, Mon—NP—944m—\$47 7c	Riverton, Coos Co, Or—sta and str fr Roseburg dly—30m \$7	✕Ross, Mon—UP—770m—\$16 10
✕Reedville, Or★Pws—16m—64c	Rivulet, Mason Co, Mon—Desmet br NP	Ross Fork, Id★UP via Pocatello—742m—\$33 10—✕
✕Relief, Wa—UP—237m—\$12 30	Robare, Mon—sta fr Choteau Sat—40m \$4	✕Ross Peak Siding, BC★CP★763m \$34 05
✕Relief, Wa—NP—236m \$9 90	Robinson, Mon p20★Sta fr Townsend † 90m \$5	Roundup, Mon—stage fr Billings via Lavina—59m \$7 50
Remote, Or p100—liv fr Myrtle Point 20m	Roche Harbor, Wa★p200—str fr Tacoma Wsa—140m \$2 50; fr Pt Townsend MWF—68m \$2; fr Portland every 6 days \$11	Round Valley, Id—sta fr Soda Springs MWF 22m \$2 25
Renton, Wa ★ p350—O & P S—178m \$7 50—✕	Rochester, Mon—sta fr Silver MWF—35m \$4	✕Rowena, Or—UP—70m—\$3 15
✕Reservation, Wa—NP—143m—\$6 40	Rochester, Thurston Co, Wa p 500—TO&GH	Roves, Or p100—O&C—Portland 250m
✕Reserve, Mon—NP—1022m \$51 50	Rock Creek, BC—liv fr Okanagan Mission	Rowlan, Or—NGes—111m
Rest, Or—Riley 30m	Rock Creek, Id—sta fr Kelton, Utah; 100m \$7 75	Roxbury, Id—p1500
Reston, Douglas Co, Or—sta fr Roseburg—18m \$2	✕Rock Creek, Mon—NP—666m; also sta fr Billings TuFr—30m—\$3	Roy, Wa p200★NP★126m \$5 30
Reuben, Columbia Co, Or—str fr Portland to Hunter, thence by footpath	Rock Creek, Or p150★stage fr Turner TuThSa—35m—\$1 75	Royal, Or—liv fr Cottage Grove—10m
Revelstoke, BCp100★CP★726m\$32 20	Rockdale, Lincoln Co Wa—Tyler 7m	✕Roma, Wa★NP—290m—\$15 05
Revenue, Mon★sta fr Bozeman†47m \$5; fr Virginia City † 30m \$3	Rocker, Mon★Blue Bird Station	✕Ruby Creek, BC—CP—427m \$17 25
✕Reverse, Id—UP—551m—\$23 50	Rockford, BC—liv fr Kamloops 35m	Ruby, Wa p500—sta fr Ellensburg Mo 145m—\$20; fr Davenport MWF 120m \$12; fr Sprague MWF—160m—\$16;
✕Rexberg, Id—sta fr Eagle Rock TuThSa—43m \$3	Rockford, Wa p 500 ★ UP★411m \$18 35	Rudd, Wa—liv fr Snohomish—6m
Reynolds, Id p150★sta fr Nanpa dly 35m \$5	✕Rock Island, Or—SPes—19m 76c; also Wli str—16m—50c	✕Rudbeck, Or★UP★472m \$10 90; see Laka
✕Reynolds, Custer Co, Mon—Mon br NP	Rock Island Landing, Wa—sta fr Ellensburg Mo—35m \$5; sta and str fr Concomely Su—110m \$10	Rufus, Or—UP—114m \$4 52—Wallace Station
✕Rhorhaugh, Mon—NP—770m—\$37 70	Rockland, Id—liv fr American Falls—20m	✕Rulo, Wa—O&WT—UP to Wallula—255m \$10 55
Ricefield, Cascade Co, Mon—	✕Rockly, Wa—OWhr NP—421m \$19 05	Rumsey, Mon p300★NP★720m \$33 90
✕Rice Hill, Or—SPes—172m \$6 95	Rock Point, Or★liv fr Gold Hill—3m	Rural, Coos Co, Or—liv fr Dillard 70m
Riceville, Mon★GN fr Gt Falls 25m	Rockville, Id—sta fr Caldwell MF—30m\$3	Russell's, BC—E&N—Victoria 1m
Richardson, Wa p100—str fr Seattle MWF—\$3		Russellville, Or—sta fr Portland dly 7m 25c
Richmond, Wa p150—liv fr Fremont 8m or str fr Seattle		Rustic, Id—sta fr Lewiston†45m \$4 50
Rickreall, Or p100—SPws—30m \$22★		Ruthburg, Id—stage fr Weiser MoFri 60m \$5 50; fr Baker City MWF 75m \$5
Riddles, Or★O&C★330m \$3 08		Rutledge, Or—sta fr Grants † 44m \$4
Ridge, Or—sta fr Pendleton MF—35m \$5 50		Rye Valley, Or p150—sta fr Express triwly—11m \$1

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18aanch, BC
✕Saco, Mon
Sacramento,
651m—\$20
Sadie, Mon-st
✕Sahara, Mor
\$10 ✕ mail
St Andrews,
Coulee City
St Anthony,
ThSat 72m
St Charles, Id
118m—75c;
St Clair, Mor
100 yds
St Helens, C
27m 50c; als
St Ignatius, I
5m 50c
St Joe, Id—st
St John's, Or
50c; also Mi
St John's, Id
130m \$3
✕St John, Wa
St Joseph,
1st Louis, Or
St Louis, Mon
St Maries, Id
✕St Paul, Or
St Paul's, Mo
liv fr Harle
St Peter, Mon
whly 22m \$2
1st Regis, M
met br NP
Salal, Wa—sp
SALEM, OR
Capital—87
stra—70m \$3
Saleville, Mo
Salisbury, BC
Id—160m—
Salkum, Wa
✕Salmon Ar
Salmon City
venport—M
Salmon City,
Rock, Mon d
† 100m \$18
Salmon Falls,
✕Salmon Mead
MWF—90m
Salt Spring Id
Victoria Tui
Saltum, Wa—

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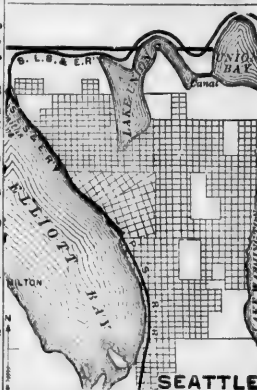
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[Saanich, BC—See North Saanich
* [Saco, Mon★StPM&M 1201m \$53 80
Sacramento, Cal ★● p26,472—SP—
651m—\$20
Sadie, Mon★ta fr Miles City Sa 14m \$1 50
[Sahara, Mon★ta fr Billings Tu—110m
\$10★ mail to Highfield
St Andrews, Douglas Co, Wa—sta fr
Coulee City dly—10m \$1
St Anthony, Id—sta fr Eagle Rock Tu
Th Sat 72m \$4
St Charles, Id p1000—sta fr Montpelier
115m—75c; fr Paris 9m 50c
St Clair, Mon p200—ferry fr Cascade
100 yds
St Helens, Ore p850★Low Col str 27m
50c; also NP to Warren★
St Ignatius, Mon—sta fr Ravalli dly
5m 50c
St Joe, Id—str fr Cœur d'Alene Tu Sat
St John's, Or p100★Low Col str—6m
50c; also Mid Col str—6m 15c
St John's, Id—sta fr Collinston, Utah,
130m \$3
* [St John, Wa★UP—354m \$15 55
* [St Joseph, Or—SPws—47m—\$1 88
[St Louis, Or—p100—PO Gervais
St Louis, Mon★ta fr Bedford Tu Sa 9m \$1
St Maries, Id—liv fr Cœur d'Alene 47m
* [St Paul, Or p150—NGos—35m \$1 40★
St Paul's, Mon p169—Indian School—
liv fr Harlem 50m
St Peter, Mon★ta fr Sun River semi-
wkly 23m \$2 50
[St. Regis, Missoula Co, Mon—Des-
met br NP
Salal, Wa—special fr Fayette 7m
SALEM, OREGON★p10,000★State
Capital—SPes—52m \$2 13; also Will
str—70m \$1★street cars from depot
Salesville, Mon—Boxeman 121m
Salisbury, BC—str fr Bonner's Ferry
Id—160m—\$5
Salkum, Wa—livery fr Winlock—18m
* [Salmon Arm, BC★CP—663m—\$29 05
[Salmon City, Wa—p 500—sta fr Da-
venport—MWF—110m—\$15
Salmon City, Id★p1200★sta fr Red
Rock, Mon dly 70m \$3; sta fr Camas
160m \$15
Salmon Falls, Id★ta fr Bliss Tu 18m \$2
[Salmon Meadows, Id—sta fr Weiser
MWF—90m \$7
Salt Spring Island, BC—p100—str fr
Victoria Tu Fri 94m \$1 75
Saltum, Wa—sta fr Cowitz tri-weekly

Salubria, Id p200—sta fr Weiser 135m
\$3 50; fr Indian Valley 10m \$1
Samarita, Id p750—sta fr Malad City M
WF—8m—\$1
Samish, Wa★p200★str fr Seattle dly
85m \$2; str fr Tacoma 113m \$2 50
Samish Lake, Wa—F&S—10m 60c
Sam's Valley, Or—sta fr Gold Hill 6m
50c; fr Table Rock 10m 50c
Sand Coulee, Mon p500—MC—NP to
Helena—871m \$42 75
San de Fuca, Wa—Coupeville 6m
* [Sanders, Custer Co, Mon—NP—
1088m \$54 30
[Sand Point, Id★p250★NP—455m
\$20 15—PO Pend d'Oreille
Sandstone, Curry Co, Or—sta and str
fr Bandon—18m \$3
[Sand Pit, Or—P&WV—15m 61c
Sandy Point, Wa—str fr Seattle and
Tacoma dly ex Sun
Sandy, Or—sta fr East Portland daily
27m—\$1 25
San Francisco, Cal★● p300,000—SP
772m—\$25; also str fr Portland every
4 days at 12 midnight—700m \$10★
fr Yaguina every 8 days
Sanger, Or—sta fr Union MWF—30m \$3
[San Juan, Wa—str fr Seattle Su Th 76m
\$3; fr Pt Townsend MWF 23m \$1;
Argyle PO
Santa, Id—p 100—sta fr Farmington
Wa, wkly—35m \$3
Santiam, Or—sta fr Lebanon Tu Th
Sat—12m—50c
* [Sappington, Mon—NP—845m \$39
Sara, Clarke Co, Wa p150—sta fr Van
couver—12m 50c
Sassini, Wa—sta fr Sprague We Sat—
10m—50c
[Sater, Id—sta fr Weiser 16m 50c
* [Satsop, Wa—PS&GH via Kamille
31m \$2
* [Satus, Wa—NP—237m—\$12 50
Saug, Wa—liv fr Birdsview—21m
Sauvies, Or—Low Col str—18m \$1
Savona's Ferry, BC★CP—572m
\$24 50—Savona's Station
* [Savoy, Mon★StPM&M 1158m \$50 90
* [Sawmill Bend, Or Will str—161m—\$3
Sawtooth, Id—p100—sta fr Ketchum
MWF—40m \$5
* [Saxe, Or—UP—236m \$9 41
Saxon, Whatcom Co, Wa—sta fr Sedro
50c; sta and str fr Whatcom via Park
* [Scappoose, Or—1300—Low Col str—
13m 75c; also NP—19m 75c
Scholl's Ferry, Or—livery fr Garden
Home—10m
Scio, Or★p150—stage fr Jefferson
ex Sun West Solo—2m
* [Scio Junction, Or—NGos—71m
[Scott, Wa—NP—271m \$11 80
Scottsburg, Or p100—stage fr Drain
MWF—35m—\$4

[Scott's Ranch, Mon—stage fr Glen-
dive—40m—\$5
Scott's Mills, Or—sta fr Mt Angel 9m \$1
Seabeck, Wa p300★str fr Port Gamble
MWF—21m \$10★
Seaforth, Curry Co, Or—sta fr Port
Orford weekly
Sea Haven, Wa—South Bend 14m
Sealand, Wa—str fr Sealand 125m
Seal Rock, Or—sta fr Newport daily
8m 75c
Seaside, Or—str fr Astoria triweekly
22m \$1 50★
[Seato, Wa★see Bucoda
Seaton, Or—sta fr Eugene MTh 58m \$4
Seattle, Wa★p43,467—SL&E, C&P
PS and PS&NP to Stuck June—176m
\$7 25, round trip \$11 95; also str fr
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toria 195m \$3; str fr Port Townsend
daily 58m \$2; str fr San Francisco
every 5 days; fr Portland every 15
days \$3; NP and W-F&Co Exp★



* [Seattle Crossing, Wa—June NP
and SL&E—UP to Wallula—369m
\$10 45
[Sea View, Wa—IR&N—str fr Port-
land and Astoria daily to Ilwaco,
11Ry&N fr Ilwaco—str lvs Astoria
8am, two trips Th—round trip fr
Portland \$2 90; fr Astoria 75c.
Sedalia, Wa—sta fr Sprague MWF 21m
\$1 50
Sedro, Wa p125—F&S—25m; str fr Se-
attle Wed Sat—30m \$2 50
Segin, Wa p200—str fr Port Town-
send MoTh—30m \$1 50
Selah, Wa p800★str fr Seattle 195m
\$2★ str fr Tacoma 123m \$2 50
* [Selah, Wa—NP—317m—\$14 85
[Selish, Mon p300—sta & str fr Ravalli
MWF 60m \$5 50; mail to Demersville
Sellwood, Or p600—strs fr Stark St,
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Silver, Mon p100xMC-NP to Helena 775m \$35 95 Silver, Wa-Ruby 25m Silver Beach, Wa-Whatecom 34m Silver Bow, Mo: p150xUP-NP to Garrison-773m-445 25-x Silver City, Idap1000sta fr Nampa dly-50m-47 50-x Silver Creek, Wa-sta fr Cowlitz tri- weekly-16m-41 50 Silverdale, Wa-str fr Seattle 30m 50c Silver Lake, Or-sta fr Lakeview Tu Sa-95m \$10; also sta fr Joseph Silver Lake, Wa p150-llv fr Castle Rock-7m Silver Star, Mon p150-stage fr Dillon daily-42m-48; sta fr Virginia City daily-45m-44 50; sta fr Butte, MWF 35m-43 50-x 18ilverthorn, Missoula Co, Mon- M&BRV br NP 18lverton, Orap500xNGos63m 18lsmcoe, Wa-NP-305m-418 40 18lsmpeon, Or-NGws-76m \$2 75 18lncclair, BC-str fr Golden MoTh- 56m \$4 25 Sinker, Id-llv fr Silver City 15m 18lshlyon, Orap350-358m \$14 32 Slaters, Or-sta fr Dalles-154m \$15; sta fr Prineville wkly Sitka, Alaska-PC str fr Tacoma semi monthly-rd tp \$100 Sitkum, Coos Co, Or-Dora 10m Siulaw, Or-llv fr Eugene-16m 18Six MileCreek, BC*CP-788m \$35 30 Sixteen, Meagher Co, Mon-White Sulphur Springs 27m Skagit, Wa-str fr Seattle Mo Wed Fri Sat-60m \$1 50x Skamakawa, Wa, p150-Low Col str 77m-41 50 Skoena, BC-Victoria Skipanon, Or p175-str fr Astoria ex Su-7m 50c Skokomish, Mason Co, Wa- 18skokumchuck, Wa-NP-100m-44 Skye, Wa-livory fr Washougal-10m Slakum, Wa-sta fr Toledo triwkly 12m \$1 25 Slaughter, Wa* p750-PSSL-163m \$7 25 x sta fr Green River MoFri- 6m 50c Small, Id-sta fr Camas wkly 30m \$2 Smelter, Mon-llv fr Gt Falls-5m 18smithfield Or-NGws-50m \$2 05 18smock's Mill, Or-P&WV-17m 60c 18smockville, Or-NGws-17m. 60c- Smock's Mill station	Snake River, Id-sta fr Nampa dly 13m \$2 50-PO Walker's Ferry; sta fr Caldwell MoFri 7 a m-9m \$1 18schemish, Waap1400-SLS&E- NP to Seattle-214m-40 15; str fr Seattle MWF 14m-41-x 18schemish Junction, Wa*SL&SE- x201m-40 50 18schemish, Waap150xSL&E- 233m \$9 55 18schemish Falls, Wa-SLS&E- 231m \$9 55 Soda Butte, Mon-sta fr Mammoth Hot Springs MWF-40m-45 Soda Creek, BCap100xsta fr Ashcroft Mo 164m-423-x Soda Springs, Idap300xUP-796m \$35 95Sta fr Caribou 140m \$4 Soda Springs, Or-stage fr Ashland- MoWedFri-12m-41 Sodalville, Or-p200-stage fr Lebanon TuThSat-4m 50c Soldier, Id p100-sta fr Hailey TuTh Sat 31m \$3 Somenes, BC*E&Np300m \$11 50 Sooke, BC-sta fr Victoria Fri Sooyos, Wa-Concoually 45m 18openah, Wa-NP-72m \$2 55-PO Little Falls 18outh Alaworth, Wa-NP-UP to Wallula-227m \$9 25 South Bend, Pacific Co, Wa p1500- 18N&V from Ilwaco to Sealand, thence by str-40m \$2 25; str from San Francisco fortnightly 18outh Bend, Wa-SLS&E-225m 10 05 South Butte, Mon-p1500xNP South Fort, Id-stage fr Eagle Rock TuThSa-294m \$1 75 18outh Portland, Or-SPws and P& WV-3m-10c 18outh Prairie, Wa p500xNP-171m \$2 55x 18outhside, Wa-sta fr The Dalles Tu ThSat-10m \$1 Southwick, Id-sta fr Lewiston MWF 38m \$2 50 Spangle, Wa * ap500-S&P x 578m \$31 70 Sparta, Or-p100-sta fr Baker City- MWF 55m \$3 50 18spatsum, BC*CP-587m-422 75 Spence's Bridge, BU*CP x 526m \$22 15 18pplinx, Mon-NP-927m-445 25 Spicer, Or-NGos40m Spikenard, Or-p150-llv fr Sam's Valley 12m Spillamachoon, BC-str fr Golden Mo Th-50m \$2 50; sta fr Kamloops Tu 70m \$7 50 18spofford, Wa-UP-371m-40 90 Spokane Bridge, Wa p100xhack fr Otis-2m-25c Spokane Falls, Waap20,000-Juno NP, UP, S&I, S&P, S&F&N and SLS&E 374m \$16 55x
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\$14 06—
***Sprague, Wa**—Mid Col str—74m—\$2
***Spring, Id**—liv fr Salubria—5m
Springbrook, Pacific Co, Wa—Astoria
44m
***Spring Creek, Wa**—O&WT—UP to
Walla Walla—233m \$10 50
Springdale, Wa—SF&N—UP and NP
to Spokane Falls—423m \$10 05
Springdale, Mon★NP—\$401m—\$45 55
Springer, Cr liv fr Burns 46m
***Springfield, Or** p250—O&Ces—126m
\$5 08; also Will str—176m—\$3
Springfield, Wa—str fr Tacoma MWF
35m; round trip \$1
Spring Gulch, Mon—Riv & St Regis
Br UP
Springhill, Mon p200 ★UP—\$76m
\$38 50★PO Allerdice
Spring Hill, Mon—sta fr Bozeman
semi-wkly 12m \$1 50
***Springhill, Or**—Will str—97m—\$1 75
Springwater, Or—stage fr E Portland
MWF—30m \$1 25
***Spurlock, Wa**—O&CV—NP to To-
nino—\$4 75
***Spuzzum, BC**—CP—461m—\$18 95
***Squally Hook, Or**—UP—123m \$4 91
***Squam Creek, Id**★UP★784m \$35 15
Squire City, Wa—liv fr Thetis 5m
Stacey, Mon—liv fr Hotchkiss 40m
Stafford, Or p190—liv fr Tualatin 5m
***Staley, Wa**★S&P—494m—\$20 35—
***Stampede, Wa**★NP—224m—\$10 60—
Standrod, Id—Earncliff 6m
Stanford, Mon—stage fr Billings ex
Su—143m—\$1; fr Gr Falls 164m \$5
Stanley, BC—sta fr Ashcroft Mon
259m—\$41
Stanton, Id p300—sta fr Bellevue semi
wkly 15m—\$1 50
***Stanton, Or**—O&WT—UP to Wal-
lula—223m \$9 90
Stanwood, Wa p176★str fr Seattle ex
Su—\$1 60
***Star, Id** p100★sta fr Caldwell TuTh
Sat 19m \$1 50; fr Boise City TuTh
Sat 17m 70c
Starbuck, Wa★UP★\$12 50
***Stark, Mon**—sta fr Frenchtown TuTh
14m
***Starkey, Or**—sta fr Hilgard Sat 16m
***Starmer, Id** p400—special carrier fr
Palouse—14m \$1 40
***Starvout, Or**—sta fr Glendale wkly
15m \$1 50

Stayton, Or★p400—stage fr Turner
ex Su—10m 75c
Steamboat, Or—sta fr Medford Mo 26m
\$1 50
Stearns, Lewis & Clarke Co Mon—Ful-
ton—12m
***Steel's, Wa**—O&Ps—135m—\$7 80
Steele, Mon—sta fr Ft Benton MWF
38m \$4
Stellacom, Wa★p300—stage fr
Lakeview 1—6m—50c; also str fr
Olympia daily 21m 50c; also str fr
Tacoma daily—15m 50c★
Stella, Wa—Low Col str—61m 50c
Stemple, Mon—sta fr Silver MWF
23m \$2 50
***Stephen, BC**—CP—905m—\$39 20
Stephens, Douglas Co Or—liv fr Oak-
land—7m
Steptoe, Wa—str fr Riparia 65m \$3
***Sterling, Wa** p100★str fr Seattle We.
Sat—70m \$2; PO Sedro
***Stevens, Wa**—NP—349m—\$15 35
***Stevensville, Mon**★p600★M&BRV★
NP to Missoula—661m \$30 95
Stewart, Or—sta fr The Dalles via
Prineville; 182m \$20
Stillaguamish, Wa p100—str fr Seattle
MoWedFriSat 45m \$1
Stillwater, Mon p1100 ★NP★955m
\$18 25
***Stockholm, Mon**—StPM&M—NP to
Helena—1235m \$55 50
***Stockport, Wa**—NP—57m \$1 85
PO Tucker
***Stock Yards, Wa**★NP—141m \$6 05
***Stock Yards, Id**—UP—800m—\$36 05
***Stokes, Or**—UP—180m—\$7 18
***Stone, Or**—sta fr Ontario MWF—41m
\$4; also fr Baker City MWF—63m \$5
***Stone's Mill, Or**—P&WV—11m 44c;
PO Tualatin
***Stone, Mon**★NP—693m \$32 80
***Stonesberger, Wa**—UP—see River-
side
***Storey, Mon**—NP—843m—\$39 40
Stratburg, Or—liv fr Hood River 8m
***Stringtown, Or**—See Middleton.
Stuart, Mon★UP—NP to Garrison
762m \$14 70★
***Stuck, Wa** p100—see Stuck Junction
***Stuck Junction, Wa**—June NP and
PSSL—162m—\$7 10—PO Stuck
Sublett, Id p100—sta fr Albion TuFri
37m \$1
***Sublimity, Or**—sta fr Turner 8m 50c;
also fr Stayton 8m 50c
***Succor Creek, Id**—sta fr Caldwell Mo
Fri—45m \$4 50
***Sulphur, Wa**—UP—274m \$11 65
Sula, Mon—sta fr Gratedale Sat 7 am
35m \$6
Sulphur Springs, Or—stage fr Drain
wkly—74m—\$5 50
Sulphur Springs, Wa—vance 15m

Sultan City, Wa—sta fr Snohomish
semi-wkly 16m \$1 50
Sumas, BC★CP★str fr New Westmin-
ster ex Su—43m—\$1 50
***Sumas City, Whatcom Co Wa**—B&L
S & B&HC
***Summer Lake, Or**—stage fr Lakeview
TuSa—65m \$6
Summersville, Or★p500★stage fr La
Grande daily—15m \$1 50
***Summit, Benton Co Or**★OPR—SP—
to Corvallis—123m—\$4 74—
***Summit, Wasco Co Or**—UP—66m
\$3 82
***Summit, Wa, Chehalis co**—PS&GH—
fr Kamilohe—14m \$1
***Summit, Wa, King co**—C & P S—
204m \$3 95
***Summit, Wa, Stevens co**—SF&N—
UP and NP to Spokane Falls—409m
\$18 40
***Summit, Wa—Walla Walla Co**—
O&WT—UP to Walla Walla—261m
\$10 90
***Summit, Mon**—NP—787m \$38 55
***Summer, Or** p100—stage fr Roseburg
ex Su—64m—\$5; sta fr Dora
\$6 85
***Sumpter, Or**—sta fr Baker City dly—
27m—\$2 50
***Sunday Creek, Wc**—NP—214m—\$9 85
***Sunnyside, Wa**—sta fr Seattle MoTh
9m \$1
Sunnyside, Or—liv fr Damascus 4m
***Sunnyview, Or**—motor fr Morrison
street, Portland
***Sun River, Mon**★p800★sta fr Uln
daily—12m—\$2
***Sunset, Wa**—UP—361m \$15 65
***Sunset, Mon**—liv fr Drummond 30m
***Sunshine, Id**—UP—716m—\$31 75
***Sunshine, Wa** p150—Str fr Ilwaco 12m
***Superior, Mon**—sta fr Missoula MWF
62m \$5 50
***Susanville, Or**—liv fr Long Creek 30m
***Sutton, Wa**—UP—328m \$14 25
***Suver, Or**—SPws—83m \$3 32★
Suwah, Clallam Co, Wa—
***Swan Lake, Id**—p100—UP—781m
\$35 05
Sweet, Id—liv fr Horseshoe Bend—12m
***Sweet Grass, Mon** p800—sta fr Big
Timber MWF—11m \$1 50
***Tawopa, Dawson Co Mon**—StPM&M
1343m \$60 90; mail to Ft Buford
Sweet Home, Or p200—sta from Leb-
anon; 20m—\$1
***Switzerland, Or**★NGes—68m
***Swofford, Wa** p125—liv fr Winlock 85m
***Sycamore, Or**—sta fr East Portland
MWF—10m 50c
***Sylvan, Or**—Portland 34m
***Sylvan Grove, Wa**—str fr Seattle
14m \$1

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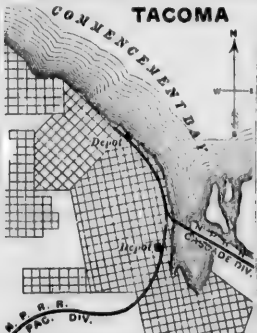
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Table Rock, Jackson Co, Or.—sta fr Gold Hill TuSat—12m 50c

Table Rock, Multnomah Co, Or.—Mid Col str—42m \$1

Tacoma, Wa. ★p40.165—NP—145m \$2 25; str fr Victoria; 117m \$3 50; fr Port Townsend; 82m \$2 50; fr Seattle dly—24m 50c; fr Olympia dly—36m 50c; CPN str fr Vancouver TuFri—189m \$5 50—street cars fr wharf and depot



*Takab, Id.—WRbr UP—675m \$29 35

Talent, Or.—SPes—336m \$15 50

Tallman, Or.—NGes and Leb br SP—90m \$3 60

Tamplico, Wa.—liv fr North Yakima—20m

*Tamplico, Mon★St PM&M—NP to Helena—1229m \$55 30

Taney, Id.—sta fr Moscow TuSa—32m \$3

Tangent, Or p150★SPes—166m \$3 48

*Tappan Sliding, BC—CP—656m \$28 65

Tatoosh Island, Wa★str fr Seattle via Neah Bay Wed 175m \$7

Tauwax, Wa.—Leber 94m

*Tauwopa, Dawson Co Mon—mail to Fort Buford

Taxasa, Wa p100★ferry fr Riparia 14m; mail to Riparia

*Teanaway, Wa p100★NP—257m—\$13 05

Taylor, Id.—liv fr Menan 4m

*Taylor, Or—UP—20m 87c

*Teepy Springs, Or liv fr Alder—10m

Tehu, Wa—NP—UP to Wallula 234m \$9 60

Tekoa, Wa★p175★UP—400m \$16 20

*Telocaset, Or★UP—825m \$13 00

Tenino, Wa★p400—June NP and PTS—106m—\$4 30—\$2

Ten Mile, Or.—sta fr Roseburg 16m \$1 50

Terence, Wa.—SL&E—194m—\$3 15

Terry, Mon★p250★NP—1182m \$67 20

*Terry's Landing, Mon★see Blakeley

Teton, Bingham Co Id★sta fr Eagle Rock TuThSat—52m \$3 50

*Teton, Mon★StPM&M—NP to Helena—1017m \$44 80

*Texada Island, BC—str fr Nanaimo SuTuWedThSat 54m \$3

*Thatcher, Id.—UP—755m \$34 30★sta fr Kelton, Utah; 75m \$6 25

The Dalles, Or★p5000★UP88m—\$3 52; or Mid Col str—110m \$3 50★

Theon, Wa p150—sta fr Lewiston Mo Wed Fri—20m \$1 50

*Thermal Springs, Mon—NP—763m \$35 35

*Thistle, Mon—HBV&B—NP to Helena—784m \$38 35

*Thomas, Wa.—PS&L—167m \$7 25; PO Placerville

Thomas Fork, Or—NGes—31m

Thomas Fork, Id p150—sta fr Cokeville, Wyo, WeSat—15m—75c

Thompson, Okanogan Co, Wa—sta fr Coulee City dly—50m \$5

Thompson, Mon★see Thompson Falls

*Thompson Falls, Mon p50.★NP 581m—\$24 45★PO Thompson

*Thornton, Wa—UP—367m \$16 75

*Thorp, Wa—NP—268m—\$13 65

*Thrall, Wa—NP—275m \$14 30

Three Creek, Id—sta fr Mountain Home Mo—8m—\$1

Three Forks, Mon p450★NP—831m \$33 30—sta fr Gallatin 5m \$1

Thurston, Or—sta fr Springfield Mo—17m \$2

Thurza, Mon—sta fr Billings 25m

*Ticeska, Id—UP—587m—\$25 35

Tidewater, Or—sta fr Waldport We Tigardville, Or p200—sta fr Portland TuFri—18m 50c

*Tikura, Id★p100—Wood Riv Br UP via Shoshone—553m—\$23 60

Tilden, Wa p150—liv fr Napavine 16m

Tillamook, Or p250★stage fr North Yamhill 145m—\$4 50

*Tilma, Wa—UP—402m \$16 30

Timberline, Mon★p800★NP—864m \$40 25

Tioga, Or—liv fr Roseburg 24m

Tioga, Wa—IR&N—Low Col str to Ilwaco—115m \$3

Tokna, Mon—sta fr Glendive MWF 40m \$5; fr Ft Buford TuThSat 37m \$4

Toledo, Wa p600—str fr Portland MTh 90m \$2; also stage fr Winlock; 7m \$1

*Toledo, Or p150★OPR—SPws to Corvallis 160m \$6 25

*Toledo, Mon★StPM&M 1033m \$48 40

Tolo, Or—liv fr Central Point—2m

Tolt, Wa—sta fr Redmond semi-wkly 12m \$1; fr Falls City wkly—7m 50c

*Topas, Id—UP—761m \$34

*Toponia, Id p150—UP—607m \$26 30

Toppenish, Wa★NP—298m—\$13

Toston, Mon★p300★NP—790m \$37 30

Touche, Wa★UP—229m—\$2 30—\$2

Toutle, Wa—liv fr Castle Rock—16m

Tower, Wa—livery fr Toledo 7m

Townsend, Mon★p700★NP—788m—\$37 25

*Townsend, Or—NGes—48m

Tracy, Wa—NP—Str fr Seattle 10m \$1

Trafton, Wa—str fr Stanwood semi-wkly—20m \$2

*Trail Creek, Mon—NP—902m—\$42 45

*Tranquille, BC—CP—569m—\$25 35

*Trask, Mon—MC—NP to Helena—832m \$41 40

Trask, Or—sta fr North Yamhill dly 28m \$4 50

Trent, Lane Co, Or p200—stage from Goshen 18m 40c

*Trent, Wa—NP—336m—\$17 15

Triumph, Id—liv fr Halley—19m

Trout Creek, Mon★NP—508m \$23 30

*Trout Creek, Id—sta fr Nampa 160m \$10 50

Troutdale, Or★UP—18m—71c—\$2

Trout Lake, Wa—livery fr Gilmer 12m

*Trux Ldg (Noxwal), WT—str fr Riparia Wed Sat 51m \$2 75

Truly, Mon—liv fr Gorham 13m

Tryon, Or—Low Col str—55m \$1 50

Tualoo, Wa p100—liv fr Snohomish—10m

Tualitan, Or p100—P&WV—13m 51c

*Tualitan Lake, Or—P&WV—9m 40c

*Tucker, Wa—NP—57m \$1 85; also str fr Portland MoTh—see Stockport

*Tudor, Mon★M&BRV—NP to Missoula—666m \$31 25—PO Stevensville

Tulalip, Wa p150★str fr Seattle MWF Sat—36m \$1

*Tumwater, Wa p500★O&CV★NP to Tenino—118m \$5

*Tunis, Mon—StPM&M—NP to Helena—1004m—\$43 90

*Tunapa, Id—UP—614m—\$36 65

*Tarah, Mon—NP—643m—\$30 10

Turner, Or p450★SPes—60m \$2 40★

*Turntable, Or—Will str 125m \$2 50

*Tuxedo, Wa★p100—liv fr Whatcom: mail to Nooksackch

*Taseor, Mon★NP—275m—\$23

Twin, Clallam Co Wa—str fr Seattle MWF—150m \$4

Twin Bridges, Mon p100—sta fr Dillon dly—43m \$5; fr Boulder Valley dly 62m \$5

*Twin Butte, BC★CP—737m—\$32 75

*Twin Buttes, Or—NGes—108m

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U.C.

Tygh Valley

Thsa—85c

*Tyler, Spo

359m \$20

Ubet, Mon—

\$10; fr Gt

Ukiah, Uma

dleton Tu

Ulidia, Mon

*Ulm, Mon—

\$41 30; ma

Umatilla, Or

Umpqua, For

burg TuTh

*Umtanum,

Union City, V

Olympia Tu

Union Mills, O

Union, Or★

Uniontown, O

Th—16m \$1

Uniontown, V

\$21

Unity, Mon—

30m \$3

*Unity, Or—

Upper Pine S

ker City MW

Useless, Wa—

Utica, Mon—p

143m—\$13 50

Utalady, Wa p

65m \$10

Consult

Vale, Or p250★

94m \$6; fr Or

*Valley, Wa—

Spokane Fall

Valley Grove, V

*Van Asselt, V

Vance, WT—sta

81m \$3

Vancouver, BC

str fr Tacoma

fr Victoria c

Portland ever

Vancouver, Wa

V K & Y—12m

15m—25c

*Vancouver Ba

couver★mail

*Vandallia, V

Helena—1222

*Vansycle, Or

225m \$0 46

Van Winkle, BC

\$41c

Van Wyck, Id—

★ Telegraph.

TRAVELERS' AND SHIPPERS' GUIDE.

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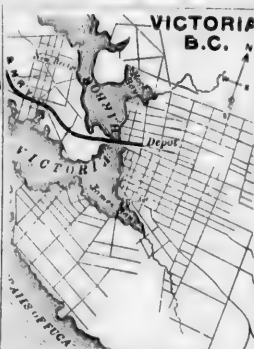
Tygh Valley, Or—stage fr Dalles Tu
ThSa—35m—\$3 50
*Tyler, Spokane Co, Wa p150★NP—
350m \$20 10
Ubat, Mon—stage fr Billings; 104m
\$10; fr Gt Falls; 139m \$10
Ukiah, Umatilla Co, Or—sta fr Pen-
dleton TuThSat—44m
Ulidia, Mon★Helena
*Ulm, Mon—MC-NP to Helena 841m
\$41 30; mail to Cascade
Umatilla, Or p200★UP★187m \$7 48
Umpqua Ferry, Or p175—sta fr Rose-
burg TuThSat—17m \$1
*Umtanum, Wa—NP—290m—\$14 70
Union City, Wa p 200—sta and str fr
Olympia Tu Th—96m \$1 50
Union Mills, Or—liv fr Canby 12m
Union, Or★900★UP★318m \$12 70
Untdown, Or—stage fr Jacksonville
Th—16m \$1
Untdown, Wa p550★S&P★507m
\$21
Unity, Mon—sta fr Townsend dly—
30m \$3
*Unity, Or—UP—377m—\$15 08
Upper Pine Station, Or—sta fr Ba-
ker City MWF—57m \$5 50
Useless, Wa—liv fr Phinney 6m
Utica, Mon—p100—sta fr Billings dly
143m—\$13 50; fr Gt Falls; 82m \$8
Utnalady, Wa p350★str fr Seattle dly
65m \$15

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Vale, Or p250★sta fr Baker City MWF
94m \$6; fr Ontario; 16m \$1 50
*Valley, Wa—SF&N—UP and NP to
Spokane Falls—432m \$19 55
Valley Grove, Wa—UP—252m—\$10 45
*Van Asselt, Wa—C&PS—181m—\$7 55
Vano, WT—sta fr Mossy Rock weekly
31m \$3
Vancouver, BC★p12,000★CPN★CPN
str fr Tacoma TuFri—182m \$5 50;
fr Victoria ex Mo—80m \$2 50; fr
Portland every 4 days \$13
Vancouver, Wa★p3500★P&V and
V K & Y—12m—25c; Mid Col str—
18m—25c
*Vancouver Barracks, Wa★See Van-
couver★mail to Vancouver
*Vandalia, Mon—STPM&M—NP to
Helena—1223m \$4 35
*Vansycle, Or—O&WT—UP to Wallula
255m \$9 46
Van Winkle, BC★sta fr Ashcroft Mo
\$415
Van Wyck, Id—liv fr Ola—50m

Vashon, Wa—p400—str fr Tacoma Tu
ThSat—14m—50c
Vaters, Mon—Muir 2m
Vaughn, Wa—str fr Tacoma MoFri—
40m \$1
Veanle, King Co, Wa—NP fr Tacoma
37m
Vega, Pierce Co, Wa—
*Vermillion, Mon p180—NP—512m
\$23 50
Verndale, Wa—trail fr Chehalis 49m
Vernon, BC—sta fr Sicamous MoTh
56m \$8 50; fr Kamloops Tu 93m \$9 50
Vernonia, Or p250—sta fr Cornelius
MWF—80m \$1 50
*Verona, Mon—STPM&M—NP to
Helena—1046m \$48
Vesper, Or—livery fr Clatskanie—20m
*Vesuvius Bay, BC—CP str fr Victoria
MWF; fr Nanaimo Sat
Victor, Mon p 500★M&BRV★NP
to Missoula—668m—\$31 35
Victoria, BC★p25,000★F&N—PS
str fr Tacoma; 117m \$3 50; CPN
str fr Vancouver ex Mo—80m \$2 50
*str fr Nanaimo Sat—76m \$2 50; fr
Portland every 15 days \$8
Voorhees, Douglas Co, Wa p100—sta
fr Sprague MWF—116m \$6; fr Da-
venport MoTh—72m \$4 75; mail to
Lincoln
*Vose, Mon—NP—779m \$87
*Wades, Mon—NP—765m \$37 45
Wagner, Or—sta fr Arlington Mo Th
67m \$8 50
*Wagner, Mon—ST P & M—NP to
Helena—1162m \$51 85
Waha, Id—sta fr Lewiston Ju-wkly—
20m \$2
Waltburg, Wa★p1000★June UP and
O&WT★269m \$11 30
Waldo, Or p150—stage fr Grant's Pass
ex Su—36m \$4
Waldport, Or—sta fr Newport TuFr—
14m \$1; fr Florence Mo
Waldron, Or p100—sta fr Fossil semi-
wkly—25m \$3
*Waldron, Or—OP—85m \$3 47; PO
Granger
Waldron, Wa—str fr Friday Harbor
wkly 12m
Walker's Prairie, Wa—sta fr Spokane
Falls MWF—30m \$3
Walkerville, Mon★p600★sta fr Butte
dly 1m 25c \$4
*Walkers, Or★SPes—189m—\$6 63
Wallace, Lane Co, Or—liv fr Cottage
Grove 11m
*Wallace, Wasco Co Or—UP—114m
\$4 50—PO Rufus
Wallace, Id p2000—June UP and
Cd'ARN—str fr Coeur d'Alene; \$★
480m—\$20 20
*Wallace, Mon★p100★NP—Clinton
station.
Wallace, Wa—liv fr Snohomish 21m
Walla Walla, Wa★p7500—June UP
and O&WT★245m \$10 10



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\$4 50Wallowa Bridge, Or—sta fr La Grande
dly 40m \$4

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DRINK JESSE MOORE WHISKEY.

TRAVELERS' AND SHIPPERS' GUIDE.

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1246m \$40
UP and
m \$18 90
58m \$1;

\$19 90
1m
Ft Town-
dly ax

Home 18m
diamond 3m
m TuThSa
F-7m 26c;

11m
all fr Rock
4m \$30 95-
518m \$23 80-
s-300m-

less weekly

Or-Junction
\$2 15

tr Riparia

Mild Col str;

Or-Junct
\$2 15

Mon-8000★
41m-95; also
-101m-118;

78m-95; also
65m-110

240m-90 85
1226m \$59 95

Wicks Br NP

Or p160-8Pes

Or-UP-203m

-447m \$20 85

Helena-790m

C & P S-201m

fr Jacksonville
Grant's Pass;

div, Cal; 95m

Or-Wil str-181m

from Cretage

Chahala-20m

Eagle Rock Tu

fr Portland con-

Oregon City dly.

200 N P-167m

-119m

repay Freight.

*Willada, Wa-UP-947m \$15 20

Williams, Or p10- sta fr Sheridan

daily-6m 80c

Willam, Wa p160-IR&N str fr Astoria;

65m-85 50

Willard, Or- sta fr Salem TuThSat

12m \$1; mail to Lewisham

*Williams, Mon-UP via Pocatello;

889m-889 45

Williams, Or p250-livery fr Grant's

Pass-16m

Willis, Mon-ly fr Glen 1m

Willis, Wa- Ritzville 2m

Willow Creek, Mon- sta fr Gallatin;

15m-95

*Willows, Or-UP-151m-96 02

*Willows, Mon-84PM&M-NP to

Helena-1867m \$62 10

*Willows Junction, Or-UP-152m

\$6 10

Willburg, Or p300-SPes-5m 24-3

*Wilsey, Mon-NP-1001m \$50 50

Wilsonville, Or-liv fr Oswego-11m

Wimer, Or-liv fr Woodville-7m

Winchester, Douglas Co, Or-S1-

192m

Windermere, BC-str fr Golden Mo

Th-100m 85

Winlock, Wa p700-NP-77m \$2 80

sta fr Tol-7m \$1

Winlock, Or-liv from Fossil-18m;

mail to Fossil

Wisena Junction, Wa-UP-39m

\$14 65

*Winslow, Mon-MC-NP to Helena

776m \$37 95

Winnecook, Mon-liv fr Halbert 2m

Winniford, Or-spec fr Oakland

Winters, Or-NGws-19m-75c

Wirtzburg, Or-liv fr Lebanon

Wisdom, Mon- sta fr Divide MoTh-

50m \$4

Wolf Creek, Or-OK-Ces-263m \$10 77

Wolf Creek, Mon p100-MC-NP

to Helena-796m \$30

Wolf Lodge, Id-Wardner

Wolf Point, Mon-84PM&M-NP to

Helena-1256m \$53 20

Wolsey, Meagher Co Mon-Nelhart-

11m

Woods, Or-liv fr Hebo-8m

Woodburn, Or-84PM-June 8Pes

and NGws-85m \$1 45

Woodville, Wa p300-SLS&E-194m

\$5 15-Terence station

Woodland, Cowhls Co, Wa-str from

Portland TuThSat-40m 85

Woodlawn, Multnomah Co Or p300-

P&V fr E. Portland hourly-8m 50

Woodlawn, Wa- sta fr Whatcom Mo

Wed Fri-7m 50c; O Geneva

*Woodlin, Mon-NP-58m-92 06

Woodside, Mon p500-M&BRV

Wood's Landing, Or-str fr Astoria

dly-8m 50c

Woodson, Wa-Ritzville 25m

Woodstock, Multnomah Co, Or-

SPws-8m 71c

Woodstock, Multnomah Co, Or-East

Portland 34m-electric motor from

Portland 10c

*Woodville, Mon-84PM-NP to Helena

822m \$41 40

Woodville, Or p160-84PM-306m

\$12 25

Woodward's, BC- sta fr Kamloops Su

80m

Woodworth, Mon-liv fr Ovando 11m

Woolley, Wa p400-SF&N-SLS&E

and F&S

Wrangel, Alaska-see Ft Wrangel

*Wren, Or-OP-110m-94 23

*Wyeth, Or-UP-62m-92 08

Wynooche, Wa p250-str fr Monte-

sano 12m 25c; fr Hoquiam ex We

Su-19m \$1

Yager, Wa- sta fr Whatcom 10m 50c

Yakima, Wa p250-NP-308m \$18 95

Yale, BC p1200-UP-149m-118 85;

CP str fr Victoria; str fr New West-

minster ex Su-100m-95

Yale, Cassia Co, Id-American Falls

80m

Yale, Mon-liv fr Halbert 9m

Yaqina, Or p600-OPR-109m-90 55

SP to Corvallis-



Yaquina City

Yaquina Bay

Yaquina, Mon-84PM&M-NP to Hel-

ena-189m \$48 75

Yelm, Wa-84PM-NP-190m \$6 50-Yelm

Prairie station

Yosier, Wa-SLS&E-180m \$7 60

*Yow, Wa-SLS&E-206m \$6 50-

Earle station

*Yookam, Or-UP-215m-90 59

Yogo, Meagher Co, Mon p160- sta fr

Armington dly-45m \$4

Yocalla, Or-84PM-109m-90 60

*York, Wa-SLS&E-203m \$8 60

*York, Mon p100- sta fr Canyon Ferry

MoFri 9m \$1

*Young's River, Or-str fr Astoria

MW-12m 50c

Zena, Or- sta fr McCoy dly-4m 50c

also fr Salem ex Su-12m 50c; fr

Perrydale; 50c

*Zemith, Mon-NP-787m \$38 55

*Zemith, Wa-UP-317m-113 70

*Zurich, Mon-84PM&M-NP to

Helena-1121m \$49 80

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TO those seeking homes where land can be had at a nominal figure, we most heartily recommend Eastern Washington; we, however, wish in no way to disparage the West for with our interests so mutual, and our pursuits so widely divergent, only the most harmonious feelings can exist between ourselves and our brothers west of the Cascades. To their harbors our goods arrive, and at these same harbors our immense product of wheat is loaded on to the departing vessels. There are the great trees which are so eagerly sought after for ship building; they also have their coal and iron as well as we. Our work, however, is that of setting forth the advantages of Eastern Washington, but before entering into the Eastern Washington write up we will insert some necessary statistical information.

The population of the State in the year 1870, was 23,995; in the year 1880 it had more than trebled that number, being over 75,000, and the late census gave the population in the year 1890, as 348,000, showing a most remarkable increase. We lead the new states in manufactures, and the diversity of products and industry will be special inducements to a rapid increase of these.

The total tax-paying property for the State in the year 1890 was estimated at over \$150,000,000. The State contains about 70,000 square miles.

Near the centre of the State of Washington the mighty Columbia makes a grand sweep, forming what is known as the Big Bend Country, containing about 5,000,000 acres of land, about half of which is fine farm land, the balance being the best stock range in the State.

It is only for the past year that particular attention has been directed to that portion of the State, as up to that time no railroad penetrated that fertile section. Today no portion of the State is attracting so many people, and these are rapidly settling up all portions of the Big Bend.

A WELL KNOWN FIRM.

L. MacLean & Company of Spokane Falls are largely interested there and expect to locate hundreds of families there this season, having secured several thousand acres of the best land for that purpose.

All kinds of grain and vegetables grow to perfection and fruits of all kinds are cultivated with success.

The general topography of the country is gently rolling and broken, with two great chasms—the Grand and Moses Coulees, extending in a northerly and southerly direction through it, elevated table-lands, rolling prairies, low lying valleys and some scrub land; the latter being the natural feeding grounds for the great herds of stock which cause their owners only the trouble of branding, and in rare cases feeding for a few weeks.

The soil of this new Eldorado is Volcanic Ash and Alluvia, very deep and the most durable of all lands.

The rain fall is light, but with the snow fall and heavy dews, peculiar to that section, failure of crops is impossible. Small lakes and streams abound, and water is obtained in abundance at a few feet from the surface, is soft and of great purity.

At the present time one line of railroad penetrates the country, with stage lines connecting at different points, enabling the tourist or land seeker to reach any portion of the country with little inconvenience. Other lines are surveying roads and soon the entire country will be well supplied with railway facilities.

GATE CITY OF BIG BEND.

The most promising towns in that section are Coulee City, located at the only available crossing of the Grand Coulee which divides the eastern part of the Big Bend from the western portion, and Chelan Falls at the mouth of the Chelan river, on the

Columbia but so fail to ma City migh Big Bend, railway l State, and railroad t some of lying to stretch aw the must 1 year.

A M

Chelan the greater variously horse pow Chelan ri lovely she ed with Switzerland into space, due their

In the O Lake whic 1 1/2 to 2 1/2 near the stretching into the m is the Chel its source Columbia on the ban umbia is t which for i water pow venience to its own ri promise of its future and smeltin

The Chel about 200 miles; the and high is 325 feet the lower a narrow at the Colum

At the p last rock bl crevice of a rock bluff r the south north side. rock can b crevice, a point at a the water o the water o

Columbia. Both of these towns are young but so favorably located that they cannot fail to make places of importance. Coulee City might be termed the Gate City of the Big Bend, for it is at this point only that railway lines can cross that portion of the State, and in consequence it will be a healthy railroad town. It has also tributary to it some of the finest agricultural land; while lying to the south, the great stock ranges stretch away, and thousands of head of cattle must be shipped from that point each year.

A MAGNIFICENT WATER POWER.

Chelan Falls, on the Columbia river, has the greatest water power in the State, being variously estimated at from 75,000 to 125,000 horse power. This water power is in the Chelan river which rises in Chelan Lake, a lovely sheet of water 68 miles long, bordered with mountains, which rival those of Switzerland, and rear their venerable heads into space, inspiring one with the awe rightly due their grandeur.

In the Okanogan mining district is Chelan Lake which is about 65 miles long and from $1\frac{1}{2}$ to $2\frac{1}{2}$ miles wide, with one end resting near the Columbia river and the other stretching away in a northwesterly direction into the mountains; at the foot of the lake is the Chelan river, a stream which finding its source in the lake hurries away to the Columbia river, about three miles distant; on the banks of this river and near the Columbia is the town of Chelan Falls, a town which for its favorable location, its immense water power, its water facilities, its convenience to the mines and the Big Bend and its own rich agricultural valleys, and its promise of early railroad facilities, assures its future as a commercial, manufacturing and smelting centre.

The Chelan river has an average width of about 200 feet; its length is about three miles; the total fall between Lake Chelan and high water mark in the Columbia river is 325 feet; of this fall 150 feet is found in the lower half mile where it breaks through a narrow and precipitous canyon and enters the Columbia bottoms.

At the point where it breaks through the last rock bluff it passes through a tortuous crevice of about 50 feet in width; the solid rock bluff rising to a height of 85 feet on the south side and almost 300 feet on the north side. Owing to the ease with which rock can be blasted and thrown into this crevice, a dam can be constructed at this point at a cost of \$1,000 which will raise the water eighty-five feet. From this point the water can be used by canals or flumes

for manufacturing purposes at least six times before reaching the level of high water mark in the Columbia, under a twenty foot head each time.

The greatest onyx mines in the State are convenient to Chelan Falls.

The streets of the town will be graded in the spring. A newspaper, a bank and several other business houses are already assured. Streams of water will be conveyed down all the streets and peach trees already line some of them, while others will be set out as soon as the proper season arrives.

All business streets are one hundred feet wide and streets in the residence portion are eighty feet wide.

In a few short years Chelan Falls will be the Metropolis of Central Washington.

THE INDIAN RESERVATIONS.

The Colville Reserve is north of the Big Bend Country with the Columbia river between. The Okanogan Mining District lies west, British Columbia north and the Colville Mining District east of it.

This reservation contains about three thousand three hundred square miles. That portion which borders on the Columbia river, to the south of which lies the Big Bend, is rich in agricultural lands. As it recedes from the river it gradually becomes more mountainous, until toward the north, vast mountains rear their mighty heads into space, covered with timber and capped with eternal snow.

The foothills of these mountains, like all others in this State, are the natural feeding grounds for stock.

The mountains have been little prospected as yet but bear evidence of rich mineral deposits.

The early settlement of this reservation is assured.

The other Indian Reservations are principally agricultural and the total area is something over one thousand square miles. The early opening of these fine lands will also pave the way for a rapid increase in the value of Big Bend properties. Take it all in all this section offers more inducements to the settler than any in the entire State. The opportunity once lost will never occur again.

For further information on the State of Washington and particularly the Big Bend country, call on or address,

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Electric Railway, Electric Lights and Splendid Water System.

Progressive Newspapers, Good Schools and an Elegant and Representative Body of Citizens.

Puget Sound has been marvelous. From a region comparatively unknown a decade ago, it has bounded into national importance and the rapidity with which cities have sprung into existence upon its shores has been the startling wonder of western civilization. Owners of a few acres of once despised land have become millionaires and the possessors of lofty buildings of iron, brick and granite. Markets are established. Enormous stocks of merchandise are held. International commerce has been rapidly developing and vessels from all parts of the world now ride at anchor or are moored at the docks of this young city discharging and loading articles of import and export.



Nature provided Anacortes with the location for a great city. Progressive man has taken advantage of the situation, and is doing all toward the achievement of mercantile supremacy that pluck and enterprise suggest. Located upon the finest body of water on the Pacific Coast, possessing a harbor of unsurpassed excellence and magnificent proportions, being the central depot for a tributary territory that embraces every element of mineral, timber and agricultural resource, and being the center of some and terminus of other gigantic railroad corporations, it is little wonder that faith in her future destiny has never deserted those interested in the welfare of Anacortes.

The industrial and commercial growth of

Fidalgo Island is clearly designated by commercial necessity as the terminal and transfer point between railroad and steamship travel. It accomplishes this end without the expense of towage, pilotage or delay. The Pacific Ocean international trade is yet in its infancy, but when it assumes those proportions truly its ultimate destiny nature and mercantile expediency demonstrate that the most perfect, safest and cheapest route from the Atlantic will be by way of Spokane Falls and Fidalgo Island across the foot of Puget Sound and out through the Straits of Fuca to Japan, China and Asia. This was the original design of the Northern Pacific. Deviation from this great purpose brought on disaster. To-day

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this same road is cementing the thread of original intent, and thus the future of Anacortes is secure.

RESOURCES OF ANACORTES.

The tributary wealth of Anacortes is so vast and varied in its extent as to almost stagger human imagination. In timber, mineral and agriculture the county of Skagit is undoubtedly the richest of any in the State, and while its resources are as yet but in the infancy of development.

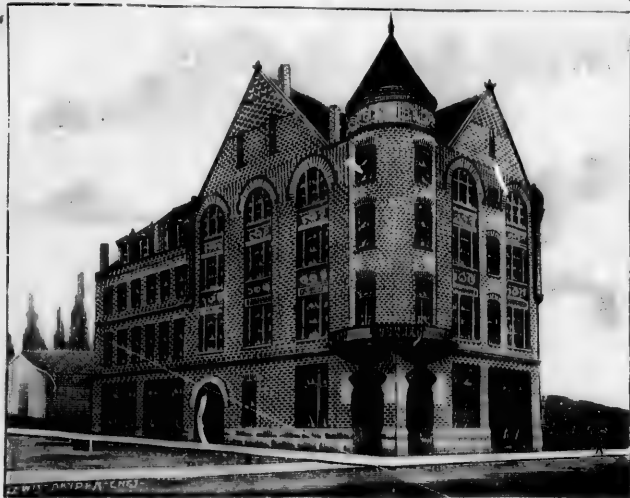
In the country tributary to Anacortes there are 2,000,000 acres of timber lands. At the low average of 45,000 feet per acre, the lumber regions contain not less than 100,000,000 feet of merchantable lumber.

metal district which is known to be as great as any yet discovered.

Deposits of asbestos and graphite, both of which are being developed, lie almost in sight of Anacortes. Near by are superior clays for fire brick and pottery.

In agriculture the county of Skagit stands pre-eminently the greatest of any in the state. The most extensive and fertile lands in Western Washington lie within three miles of the center of Anacortes on the east, and for which it is the natural market. Of these may be mentioned the famous Swinainish and Olympic tide flats, and the Skagit and Samish valleys.

Puget Sound and the tributary lakes,



HOTEL ANACORTES.

The wonderful coal mines of the upper Skagit are rapidly becoming known throughout the civilized world, for their wealth and extent they bid fair to rival those of Pennsylvania.

Not alone in coal and timber is the county of Skagit the richest in the state, for its iron deposits are known to be very extensive. The iron mines occur with more or less frequency, and in no less quantity than the coal.

Although the precious metals are known to exist in large quantities, their development has only recently commenced. From the Northern Pacific railroad near Sedro and extending for a distance of 100 miles up and across the Cascade range, is a precious

metal district which is known to be as great as any yet discovered. Statistics show that the fisheries of the Sound employ 3000 men, \$1,000,000 of capital, and have an annual product valued at \$1,000,000.

A GIGANTIC GROWTH.

Since January 1 last over 2,000 acres of dense forest has been cleared of timber, etc., at a cost of over \$250,000. A system of water works has been completed, costing \$50,000, giving Anacortes in this direction facilities equal to any city in the northwest.

An electric street railway, eleven miles in length, one of the longest continuous lines of electric railway in the world has been completed, at a cost of \$250,000.

Ten miles of planked and graded streets

have been made at a cost of over \$100,000, while the cost for buildings erected and in course of construction will not fall short of \$500,500. Four fine railroad depots have been built during the year. Three saw mills, a planing mill, sash and door factory, iron foundry and machine shop, a half dozen blacksmith and wagon making establishments, a steam laundry, a boat building establishment and other institutions are among the industries established here during the year.

Until about the first of March, 1890, Anacortes was a city of tents. An era of building then commenced, which has continued

Two banks, each with a capital of \$50,000, both located in handsome brick buildings, do a large business. As an index to the growth of business, it may be stated that for the past three months the deposits in the banking house of John M. Platt, the oldest bank in the city, have averaged \$90,000 per month. The bank has now three hundred and twenty-five depositors, and the present deposits of the bank are mainly those of working men, local merchants, etc. The First National bank, although recently established, is also doing a very large business, and both institutions are enjoying a rapidly increasing patronage.



without intermission. Stores and business houses of every variety to cater to the necessities of the public are represented here. Among these are four general stores, four exclusive grocery stores, two gents' furnishing goods stores, one exclusive dry goods store, two hardware stores, one wholesale liquor store, one wholesale grocery house, two first-class drug stores, a millinery store, three houses dealing exclusively in cigars, tobacco and novelties, a dozen restaurants and several first-class hotels.

One hundred and fifty pupils attend the public schools of the city, and a public school building to cost \$40,000 will be erected in the spring.

During the past several months there have been employed in and around Anacortes in clearing operations, railway and wharf building, etc., upward of 1000 men, while the number engaged in building, street grading, etc., has not been less than 300.

The census just completed for the purpose of incorporation shows a bona fide population of 2550.

Among projects in contemplation are steel barge works, large coal bunkers to handle the product of the Blue Canyon and Hamilton mines, railroad shops, oat meal factory and another large saw mill.

Anacortes has now over 600 buildings, valued at \$1,500,000, street improvements

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ANACORTES

The Terminal City of Puget Sound

And the most rapidly growing and thrifty young city in Western Washington. Is the northern terminus of the Northern Pacific R. R., and the terminus of the Seattle and Northern R. R. Besides it has twenty Steamers stopping at its wharves daily, including those plying between Puget Sound and Alaska and San Francisco.

Population, January 1st, 1890.....	20
Population, December 15th, 1890.....	2,549
Railroads, January 1st, 1890.....	None
Railroads, January 1st, 1891.....	Two
Daily Steamers, January 1st, 1890.....	Two
Daily Steamers, January 1st, 1891.....	Twenty

Parties desiring to locate or invest in this thriving young city in

Business Property,

Residence Property, AND

Acreage Property

Should send for Maps, Plats, Pamphlets and further information to

GOODWIN, BENEDICT & CO.

ANACORTES, WASH.

worth \$250,000, and 2000 acres land cleared which cost a round \$1,000,000.

FACTS BOILED DOWN.

As soon as the electric road begins to operate next month, electric lights will be put up throughout the town. The road will use six fine Pullman coaches, and the company has already erected two large power houses at either end of the line. The power will also be let for the use of factories and milling concerns.

The business of the P. O. has increased to such an extent within the past few months

acres of land within the last few months. This corporation alone holds in and around Anacortes over 1000 acres.

G. A. Carpenter is the editor of the *Progress* which has been run as a daily evening paper since February, 1890. By ability and enterprise he has worked up a splendid circulation and he is now printing one of the newest papers in the whole state of Washington.

The total amount of money expended for purposes of improvement in and adjoining the city during the past nine months, by a



that an extra clerk has been employed. The increase has been over 400%.

Amos Bowman, the original townsite locator, has published a paper here since 1882, advocating the claims of Anacortes. He gave the Oregon Improvement Company fifty acres yet had enough left out of which to carve for himself a fortune.

The Chamber of Commerce has about 75 members. It is proposed to build a fine block. The Masons will also erect a \$20,000 building.

The Northern Pacific has secured three miles of water front and has cleared 500

careful estimate, reaches the handsome figure of \$1,500,000.

All of the different church denominations are represented here and the moral, spiritual and intellectual needs of the people are liberally provided for.

Among the industrial enterprises are:—

Enterprise.	Capital.	No. of Men Employed.
Sash and door.....	\$ 30,000	25
Two saw mills.....	75,000	60
Two brick yards.....	10,000	35
Foundry and machine shop.....	15,000	20
Contracting and building....	150,000	350
Two newspapers.....	15,000	40
Electric road.....	250,000	50
Improvements.....	200,000	400

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JOHN M. PLATT,

BANKER.

PIONEER BANK OF ANACORTES.

Capital Stock, \$50,000.00

General Banking Business Transacted.

Monthly Deposits, \$90,000.00.

C. R. DONNELL,**Real Estate, Insurance and Loans.**

Interests of non-residents

Given Special Attention.

REFERENCES:—John M. Platt, Banker; First Nat. Bank; State Bank, Stewart & Britt's; Rev. T. M. Findley, Duluth, Minn.; Rev. Thos. W. Hynes, Greenville, Ill.

HOGAN & HAGAN,**Real Estate and Insurance.**

OFFICE,

McNaught Block,

ANACORTES, WASH.

FIRST NATIONAL BANK

OF ANACORTES.

FRED WARD, Pres. HOWARD E. PERKIN, Cashier.

Capital, \$50,000.00.

OFFICE—HOTEL ANACORTES.

P. E. NELSON.

H. C. HOWARD.

NELSON & HOWARD,**REAL ESTATE BROKERS,**

Second St., between P and Q,

Anacortes, Wash.**J. BYLER & CO.,****REAL ESTATE,**

Avenue and 6th Streets,

Anacortes, Wash.

B. GOODWIN. H. M. BENEDICT. G. M. RANDALL.

GOODWIN, BENEDICT & CO.,**Real Estate, Insurance and Loans,**

P Avenue, Bet. 5th and 6th Sts.,

Correspondence
Solicited.**Anacortes, Wash.****BENNESON, LEE & CO.****Real Estate and Insurance,**

OFFICE,

Platt's Bank Building,**ANACORTES, - - WASH.****STUART, GAGE & CO.,****REAL ESTATE**

—AND—

FINANCIAL AGENTS,

ANACORTES, WASH.

MINTER AND COMPANY,**REAL ESTATE BROKERS**Acquire Property a Specialty.

We Solicit Correspondence.

Office on M Street, near Hobar Hotel.

The Anacortes Loan and Investment Co.

Capital Stock, \$30,000.

A. B. CURTIS, Pres.; J. C. PREWITT, Vice-Pres.; C. C. PARKMAN, Sec'y and Gen. Mgr.; A. O. BENSON, Asst Sec'y and Mgr.; A. McPHERSON, Treas. PREWITT & McQUIER, Solicitors.

Its sale lists comprise the best City and Suburban of Anacortes property.

Office, 8th St. & 1 Ave., ANACORTES, WASH.

HOTEL ANACORTES

Anacortes Hotel Co., Prop'r's,

ANACORTES, WASHINGTON.

This fine new Hotel is now open for guests. Brick and stone building, modern improvements, elegantly furnished and conducted in first-class manner.

Rates, \$2.50 to \$4.00 per day.

J. A. BAKER, Manager.

THE NEW PARK HOTEL

One of the Finest Hotels in Wash-
 ington, run on American Plan.



Free Bus always at depot; fine Sample
 Rooms for Commercial Men.

RATES, \$2.50 PER DAY.

MARTIN ROBINSON,

Manager.

CENTRALIA.

Active Metropolis of Lewis
 County.

A Railroad Center of Vast
 Importance.

Centralia occupies a beautiful site in the far-famed Chehalis valley, at a point on the Northern Pacific railroad about mid-way between Puget Sound, that great inland sea, and the Columbia, the greatest of the rivers which enter the Pacific. Fifty miles northward to the Sound, fifty miles southward to the Columbia. Midway, too, between the mountains east and the Pacific coast west, and furthermore so located, owing to the configuration of the country, that it lies in the direct way of any railroad seeking to connect the Sound with Portland or the Columbia, or aiming to reach Gray's Harbor and Shoalwater bay from the east.

Centralia has become the commercial center, not only of Lewis county, but of an area of country embracing probably 4000 miles, and consisting as well of a large part of Thur-

ston and Chehalis counties. Lewis county itself contains within its bounds sufficient good agricultural land to maintain half a million people.

The timber wealth of the country lying close to Centralia, and of which she is the manufacturing center, is almost exhaustless. There are seven mills sawing lumber and six manufacturing shingles. Eastward of Centralia lie great stores of coal, iron and copper, of which only the first, and that in a very slight degree, has been developed. As yet the mines have not been sufficiently worked to have reached much more than surface coal, but this has proved to be a very superior quality of lignite. The surrounding country cannot be well surpassed from an agricultural standpoint. Wheat produces from thirty-five to fifty bushels per acre. Oats yield from seventy-five to one hundred bushels. Potatoes from four hundred bushels upward, and hay cuts from two and a half to three and a half tons per acre, and when prices are taken into account the return per acre to the farm is something marvelous.

STOCK RAISING VICINITY.

For stock raising purposes, too, this part of Western Washington has a strong combination. The quality of atmosphere and the quality of the soil unite to produce the

ROBINSON & CO.
Real Estate,
LOANS AND INSURANCE,
CENTRALIA, WASH.

Investments Made for Non-Residents

**Money Loaned for Eastern Investors ; 10 per cent.
Interest and Principal Guaranteed.**

REFERENCES: { Bank of Centralia,
 { Lewis County Bank.

Correspondence Solicited.

best grade of hogs and mutton under the most favorable and least expensive conditions. The summers are warm by day and cool by night, with ample moisture falling, and there is an absence of severity in the winter. While in Texas whole herds perish from drought in summer, and while Montana and Colorado they perish from cold in winter, neither excess is found here. The regular fall of dews at night and the occasional rains during the dry season keep vegetation green and the grasses fresh and succulent, while in the winter the warm chinook and the falling rain renders the atmosphere so mild and the grass so green that the stock needs little if any feeding other than the range affords.

The statement of the town's location is a statement of its present and prospective position for commanding trade. At the junction of the Northern Pacific railroad and the only available route to Gray's Harbor; in the path of the Seattle & Southern and the Union Pacific, both already surveyed; on the Chehalis river, at a point made easily accessible from the ocean by a very moderate expenditure, the means of travel and trade in the very near future will be most exceptional.

PUBLIC IMPROVEMENTS.

The growth of Centralia has been phenomenal. Nevertheless it has been substantial. A year ago a hamlet; to-day—a town. Then, a population of 800 people with little hope—to-day a population of 3000 full of expectations.

New comers from the North, the East and the South have been met with hearty welcome by the old residents, and, uniting with them, have embraced the wonderful opportunity and gone to work with a will.

Streets have been cleared, school houses built, old churches improved and new ones begun or completed, a seminary erected, and water-works, electric light and street railway enterprises gotten under way. During the season of 1889 nearly 300 buildings, costing \$400,000 were erected, and the building outlook for the coming season is much brighter than last year's. Centralia has passed the crucial point, and capital so canny of its investment is anxious to locate here.

INCREASE OF POSTOFFICE BUSINESS.

The postoffice business has been increased in one year more than 100 per cent., while freight receipts have increased over 425 per cent. During 1889 two banks were established, and more are projected. Centralia has 158 different business houses. Active

negotiations are now under way to induce the early establishment of a woolen mill, furniture factory, woodworking shop, foundry and machine shops, shoe factory, tile yards, brick yards, paper mills, box factory, tannery, pulp mill and various other manufacturing houses.

A GREAT COAL CENTER.

The future source of Centralia's grandest wealth and prosperity is in the development of the coal mines of Weldon that lie north of Nesqually river and east of Centralia. Villard, early in the eighties, spent \$250,000 in exploring the region, and experts pronounce the region full of as fine a quality of coal as was ever gotten from either the mines of Pennsylvania or Ohio. Preparations are being made now to build a railroad out from Centralia to their undeveloped regions. When that is done, and there is no doubt that the project will soon be carried to successful completion, Centralia's growth will astonish the world. It will be the central fuel distributing point of the entire Northwest. Its railroads will spread and wind out in every direction. Its wholesale and retail trade will increase with wondrous rapidity, and its population will be second to no city of central Washington.

The Union Pacific railroad will build an extension of its main line from Portland to Puget Sound. Centralia raised the required bonus of \$15,000 demanded by the company, and will be placed upon the line of the great railroad combination. This will bring Centralia close to the great mercantile centers of the world and give her merchants and manufacturers the great benefits that always result from active railway competition.

A NEW HOTEL.

Centralia's growth is so rapid that builders and property owners find it difficult to keep up with the lively and steady demand for houses. Three hundred and fifty thousand dollars were invested in building improvements last year, and the indications are that half a million will scarcely cover the cost of improvements in the course of construction and to be finished during this year.

The transient travel here is also remarkable. Yielding to this demand enterprising citizens have concluded to erect a splendid, costly and modern improved hotel, and before the end of the year Centralia is to have as fine hotel as can be found in the Northwest.

CENTRALIA'S NEWSPAPERS.

The newspapers of Centralia are worthy of honorable mention. There is a daily and two weeklies, all of which receive splendid



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✠CENTRALIA✠

*The Most Rapid Growing and Prosperous Young
City in the State of Washington.*

Population, January 1st, 1889.....	700
" January 1st, 1890.....	8,500
" April 1st, 1890.....	4,000

GEO. H. ELLSBURY, ✠REAL ESTATE BROKER✠

CENTRALIA,

*Can Sell you Acre Property near the City. Having
40,000 Acres of Farming Land in Lewis County, 600 Lots
in 1st, 2d and 3d Railroad Additions to Centralia.*

*Also small Fruit Farms of 5 Acres and upwards near the
new town of Rainier, Thurston County, Wash., and also
500 Business and Residence Lots in Rainier. Liberal terms
to purchasers, and a grand opportunity to secure property
that is sure to advance in price with the growth of the
place.*

GEO. H. ELLSBURY.

CENTRALIA, WASH.

support. They furnish both local and telegraphic reports in good style, and have an air of prosperity and success that could only come from their location in a thriving and prosperous community. All three papers devote capable energies and abilities to the promotion of the best interests of the town and county.

The great feature of this town is that none who settle in it fail or desire to leave. It has grown into a motto "Once a Centralian always a Centralian."

BUSINESS IN DETAIL.

Coming to consider business in detail, Centralia has eight lumber and seven shingle mills, and so much machinery is used in the operation of these enterprises that a large New York machinist has undertaken to operate a branch in Centralia, where mill machinery will be made. In all these various enterprises many hundred men will be furnished steady and well-paid employment. The merchants are rendered active and prosperous in supplying the necessities of the laborers, and each combining together all in making the town prosper and in extending the development of the community.

The hop and fruit industry is growing rapidly in the vicinity, and orchardists raise \$350 an acre from their prunes quite close to the city. Down the Chehalis valley the fruit is so abundant that horses, pigs and cattle feed on apples and pears, and plums are permitted to rot upon the trees. A railroad to Gray's Harbor will open up this wonderfully rich valley and bring its teeming produce to market. Real estate values have risen enormously in value, and the manumitted Virginian slave has lived to see a booming city on his rancho and himself the possessor of property easily valued at a million.

CENTER OF A FINE REGION.

There is no doubt but that Centralia is the depot for the supply of the entire county of Lewis, which has an area of 2,800 square miles; rich in every possible gift of nature; the agricultural, mineral and timber wealth being enough to supply subsistence for a million people.

Where seven years ago the deer sported in the freedom of the woods and the birds sang in nature's auditorium, now is heard the noise of wheels, the hum of machinery, the noise of the saw mill, and through the streets pass to and fro a busy throng of industrious men and women, bent on carving out a fortune and creating a great city in a favored locality.

There are good pre-emptions and home-stands yet within fifteen miles of the town,

and good unimproved land can be bought within three to five miles of the town for from \$7.50 to \$20 per acre. Just east of the town lies an unbroken belt of 40,000 acres of the finest land, owned by the estate of the late Charlemagne Tower, and this land will be surveyed and placed upon the market next summer. There are also good railroad lands to be bought at from \$5 to \$20 per acre, on from five to ten years' time.

On five acres of ground, such as may be bought for \$100 an acre, a family may make an independent living after the first year.

Few towns have begun to build upon so sure a foundation, educationally and socially, as Centralia. While as yet the stumps were standing in the chief streets within three blocks of the railway depot, the leading men took a wise stand and determined to build intelligently from the outset.

EDUCATIONAL FACILITIES.

Last year a school house costing \$5000 was built and opened with a staff of four excellent teachers. Another school house to cost \$7000 is now in course of erection. The Baptist interests of the coast united last year to maintain a seminary here on condition that the citizens of the town would erect the building. This is already done at a cost of \$12,000, and the institution is now at work with a staff of efficient instructors. By September next at least fourteen or fifteen teachers will be employed in the above-named institutions. All these buildings have been erected by private subscriptions without the aid of a dollar of taxation. The town to-day is without a dollar of public debt, and the taxes are almost nominal, being one-half of a cent to the dollar. All the leading religious denominations are represented at Centralia. The Methodists, Baptists and Episcopalians have neat structures, and other religious bodies are preparing to build at an early date.

At present real estate is cheap, good residence lots ranging in price from \$100 to \$750; good business lots from \$500 to \$2000. Into this town and surrounding country people are flocking that they may find an aggregation of more of the conditions which contribute to human welfare than anywhere else, for here they find what nature can do when in her most lavish mood. Here in almost extravagance of bounty, in regard to soil, to timber wealth, to mineral resources and to atmosphere, nature has opened her best gifts to man. For the man able and willing to work, Centralia and its neighborhood offers unsurpassed advantages, and promises ample rewards for industry and effort.

D. R. FRENCH



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D. R. FRENCH.

L. J. ROBINSON.

D. R. FRENCH & CO.

REAL ESTATE

— AND —

Insurance Brokers.

ALL KINDS OF

*** REAL ESTATE ***

BOUGHT AND SOLD.

Investments Made for Non-Residents.

Houses Rented and Collections made.

AGENTS FOR THE

National Mutual Building and Loan Association

OF NEW YORK.

All Correspondence Promptly Answered.

**Tower Avenue,
CENTRALIA, WASHINGTON.**

••• HOTEL VANCOUVER •••

Corner Georgia and Granville Streets.

Situated on high ground, commanding a magnificent view of the city, harbor and surrounding country.

BUS MEETS ALL TRAINS AND STEAMERS.



△ THE ONLY FIRST CLASS HOTEL IN THE CITY △
 Fire-proof, Sanitary, Plumbing, fine Bar and Billiard Rooms.
 Electric Lighted throughout. All Modern Conveniences.
 TERMS \$3.00 TO \$4.50 PER DAY.

S. S. GERR, Manager,

VANCOUVER, B. C.

VANCOUVER, B.C.

POPULATION 16,000.

The Youngest, Most Progressive, and Most Promising City in Canada, and the Wonder of the World.

Gross Assets of Chartered Banks
 \$85,635,228.90.

Her Wide Avenues, Substantial Business Blocks and Houses, Built of Granite, Stone and Brick.

HER EXTENSIVE SEABOARD.

Vancouver is situated on the south shore of Burrard's Inlet and about three miles in from its entrance. Just inside the "narrows" of the inlet it widens out to quite a good sized bay, which is spoken of throughout British Columbia as "Coal Harbor." The origin of this name is a mooted question, but it is doubtless attributable to the numbrous small seams of coal which crop out along the shore of this harbor and also on English bay. The city is built on a peninsula, formed by the waters of Burrard's Inlet on the north and those of False creek and English bay on the south. This peninsula widens out toward English bay, but at its narrowest part the width does not much exceed one-half a mile.

It is on this "neck" that the original town-site of Vancouver was located, and it is here to-day, that the principal business portion is centered. The town rises gradually back from the water's edge of both Burrard's Inlet and English bay, until at the highest point in the city the elevation is about 200 feet. The average elevation of the whole city does not exceed 100 feet. There is just enough slope to the land on which the city is built to afford a perfect drainage, and while there is a perfect slope to all of the land of the town-site, there are no steep grades encountered in ascending any of the city's main thoroughfares. The scenic effects from the city heights are good. Just across the inlet nestles the little Indian village where there is a school, a church and regularly laid out streets. A little farther to the east of this settlement, on the opposite shore from Vancouver, is the town of Moodyville, receiving its support from the largest sawmill in the province, which is located there. Casting the glance upwards from these points the eye encounters an almost impenetrable forest, which at this distance loses its sharp, definite outlines and blends into one symmetrical whole, lending its rich green to the quiet waters below in which it is so perfectly mirrored. Reaching to the very summit of the Coast Range mountains, which stand out in bold relief as sentinels on the northern shore, is the same thick forest of the finest woods for general

HOWE STREET,
 VANCOUVER, B. C.

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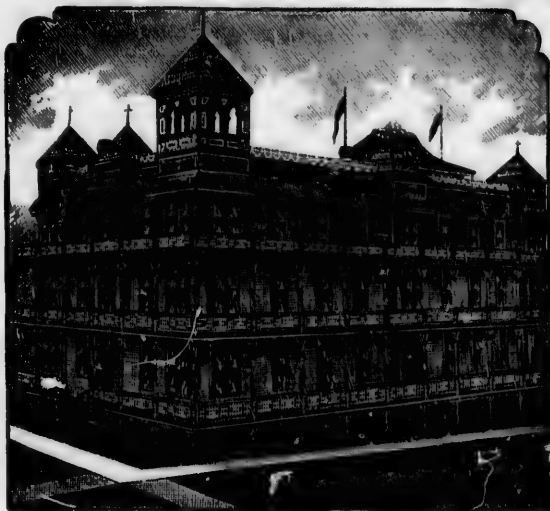
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THE MANOR

HOWE STREET.
VANCOUVER, B. C.



JOHN WHELAN & CO.,
PROPRIETORS.

UNION STEAMSHIP CO. OF B. C.

LIMITED.

Head Office, VANCOUVER, B. C.

The steamers of this Company comprise the fast and powerful steel steamer

"CUTCH"

Carrying H. M. mails, leaving C. P. Ry. dock, **Vancouver**, daily for **Nanaimo**, (except Saturdays) at 2:30 p. m., or on arrival of Atlantic Express.

Returning, leave **Nanaimo** for **Vancouver** daily at 7:00 a. m. (except Sundays) connecting with Express for Montreal.

Steamship "Senator." Carrying H. M. mails, plies between **Vancouver** and **Moodyville** daily at frequent intervals.

Steamship "Mermaid" Plies between **Vancouver** and **New Westminster** via way landings on north and south arms of the Fraser River three times per week.

Steamships "Skidgate" and "Leonora," Together with **Eight 100 to 150 Seaws** ply round the waters of British Columbia where required.

Contracts taken for Towing and Freighting of all kinds.

WM. WEBSTER, Manager.

use in the world. This range attains an elevation of from 4000 to 5000 feet. Towering still above the summits of the nearer range are the two peaks of the "Twin Sisters," sitting majestically on the tops of the higher elevations, in the background. The summits of the highest peaks of these mountains are the abodes of eternal snow, and these great masses, with the whiteness of their snow-capped tops, add a serenity to the whole picture which is as thrilling as it is pleasant. To the west of the city lies the broad expanse of English bay, while still further out in plain view is the long stretch across the Gulf of Georgia, where the storms of winter sometimes rage with all the fury of old ocean's blasts. A background to this view, surpassing the finest works in oil for scenic effects is formed by the green-covered hills of Vancouver Island, more than twenty miles distant. To the south, at your very feet, is the second inlet, known as "False Creek," while still beyond, as far as the eye can reach, is that same impenetrable forest of fir which here meets the gaze wherever the eye strikes terra firma.

THE GREAT FIRE.

Five years ago the site where Vancouver now stands was a wilderness. The site of the present city was covered by a tangle of brush and fallen timber. By June of the following year, Vancouver had grown to quite a respectable sized town. On the thirteenth day of that month, a day ever memorable in the history of the city, at 2:30 o'clock in the afternoon, the alarm of fire was sounded and that night desolation reigned supreme over the ruined homes of the entire populace. With the exception of a few outhouses that escaped the fiery element, the destruction of the town was complete. Not a house was left standing in the town proper. The efforts of a whole year to reclaim a wilderness were smothered by a few hours brief work of the fiery fiend. The companies owning the Royal City and Hastings saw mills, located within the city limits, that night fed the homeless people from their own stores. Appeals for assistance were at once sent to the outside world, and the response was as spontaneous as it was liberal. \$20,000 in cash and \$3000 in goods came pouring in to alleviate the sufferings of a destitute people. Five thousand dollars of the amount was contributed by the Dominion government. The province of Ontario gave \$2500. The provincial government of British Columbia helped to swell the amount by a contribution of \$1000. The city of Montreal gave \$1,000; \$2000 was raised in Toronto; Nanaimo, Hamilton and Winnipeg each contributed

\$500, while across the Atlantic London and Berlin each gave \$300. Stratford, St. Catharines, Brantford and Peterboro sent \$100 each. Portland, Or., and San Francisco generously sent \$400. The neighboring town of New Westminster sent \$600 in money and \$1000 in supplies, and Kamloops and Seattle each gave \$300. As showing the remarkable energy of the people of Vancouver, it can be stated that before 3 o'clock Monday afternoon, while the embers of the recent fire were still smoldering, an old Scotchman named McPherson had the lumber on the grounds to rebuild. By nightfall of the same day several rude buildings had been erected, and by Wednesday night of the same week a dozen firms had resumed business. Vancouver literally rose from its own ashes, and whatever has been accomplished in the western terminus of the Canadian Pacific Railway has been done in the three years just past.

THE VANCOUVER OF 1890.

It will, perhaps, be well to take a look at Vancouver as it appears to-day. A stranger arriving in the city sees on all sides the evidences of prosperity. He rides through the city over wide and well paved streets; he puts up at a far better hotel than any city in the Pacific Northwest outside of Tacoma can boast of; he sees granite and brick buildings fronting the main thoroughfares, and stores well stocked with goods; he notes arrangements being made for the immediate construction of a large new opera house; he hears the hammer and saw and the cries of the bricklayer resounding in all directions; he sees new substantial brick structures going up all over the city; he finds that both gas and electric light plants are in full operation; he finds that ample provision is being made for the future water supply of Vancouver by bringing the sparkling waters of a pure mountain stream across the inlet into the city, and he finds an enterprising class of people, to whose efforts much of this prosperity is due.

Among the many substantial evidences of prosperity in the city, noted by casual visitors to Vancouver, is the fine new hotel building of the Canadian Pacific Railway Company. This hotel is the finest hostelry in the Pacific Northwest outside of Tacoma. Its location is at the corner of Granville and Georgia streets, a site commanding a view of almost the entire city, and also of Burrard's Inlet and False creek. The building is in the shape of a cross, built of brick and stone, and has cost to-day upward of \$1,500,000. Over 1,500,000 bricks alone have been used in its construction. The interior is finished in polished cedar and native woods. In the center of the building, reaching from the

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RATES, \$2.00 PER DAY.

READ THIS!

VANCOUVER, B. C.,

The Pacific terminus of the Canadian Pacific Railway, a city only 4 years old, with a population of 16,000, and the most solidly built city of its size and age on the continent. Taxes are only **10 mills on the dollar**. Poll tax \$3.00, and the streets are graded, graveled, and sidewalks laid to every residence without a frontage tax. Property has advanced 1500 per cent in four years and from the low taxation the purchaser gets all profit. Compare taxation with cities to the south of us and we find the rate averages **25 mills on the dollar and a frontage tax for street improvements.**

With the increased shipping that will come from the new China and Japan line of steamers, a line to be put on to Australia, with raw sugar from Manilla for our sugar refinery, and the exportation of lumber from our ten saw mills, Vancouver will advance at a more rapid rate than heretofore.

Property is low and investors are sure to make large returns. Block in the city (24 lots) can be bought for \$2,500. Business lots as low as \$100 per foot. Acre property near the city at \$100 per acre. Other property in proportion. Call on or address.

E. A. BROWN

111 Hastings St., East.

Real Estate Agt. Vancouver, B.C.

LELAND HOTEL FIRST-CLASS

RATES, \$2.00 PER DAY.



PROUT & INSLEY, - Proprietors,
VANCOUVER, B. C.

second floor to the roof, is an open court, 95x22 feet in dimensions and fifty feet high, with a wide balcony extending all around it. In the house are 104 sleeping rooms, all elegantly furnished. The building and the grounds on which it stands represent an investment of nearly a quarter of a million dollars. Arrangements are being made whereby a fifty foot extension is to be made, work on which will commence at once.

The new opera house to be erected in Vancouver, on the corner of Park avenue and Howe street, will be built of brick and stone, will be four stories high and will cost, when completed, about \$75,000. It will cover a ground space of 120x125 feet.

Population, 1st January, 1886.....	600
" 1st January, 1887.....	2,000
" 1st January, 1888.....	6,000
" 1st January, 1889.....	10,000
" 1st March, 1889.....	12,000
" 1st January, 1890.....	16,000

Estimated value of real and personal estate for the year 1890.
(1st January)..... \$20,000,000

Amount expended for buildings. 1,500,000

Vancouver is lighted with both gas and electricity. The Vancouver Gas Company (limited) is incorporated with a capital stock of \$150,000. Lights were first turned on by this company December 1st last, and the company is now furnishing the city with an abundant supply of the very best illuminating gas at the most reasonable rates. The company owns a brick building on Hastings street, 85x33 feet and has a gas holder of 5,000 feet capacity. Over 1200 feet of gas pipe have already been laid throughout the city and seventy-five meters are now constantly in use. The quantity of gas supplied by the company during the year 1888 was about 10,000,000 cubic feet.

The Vancouver Electric Light and Illuminating Company, was incorporated January 20, 1887, with a capital stock of \$35,000. This company has erected a good brick building near Hastings street, and has put in a boiler of 100 horsepower, driving a high speed engine of 90 horsepower. The system of lighting is by the Edison incandescent lights. The company has two dynamos (Edison's) in place, one for the municipal or high tension system of incandescent lighting for outside lamps, capable of maintaining 250 lamps of 20 candle-power each, 60 of which are distributed throughout the various streets, 30 on the wharf, and the remainder to private consumers. The other dynamo (No. 10) is used exclusively for inside lighting and maintains 250 lights of 16 candle-power each. The

lights are now all in use. The company supply over 400 regularly, and another No. 10 dynamo is now placed in position. It is the intention of the company to increase the system to 700 lights.

TRANSPORTATION LINES.

Vancouver is the center of a great number of transportation lines. Besides being the Western terminus of the Canadian Pacific railroad, the city has direct water communication with all accessible points on Puget Sound and has a regular line of steamers to China and Japan. Trains over the Canadian Pacific railway leave Vancouver daily for all points East, and there are also three daily trains to New Westminster, 14 miles distant by rail. The China steamers arrive at regular intervals of three weeks apart. There is a daily line of steamers operated by the Canadian Pacific Navigation Co., to Victoria, sixty miles distant. China and Japan Steamship line, every three weeks between Vancouver and Japan and China (with Government subsidy); steamer Sardonys semi-monthly between Vancouver and Fort Simpson; steamer Gladys between Vancouver and New Westminster; steamer Dunsmuir between Vancouver and Nanaimo; Moodyville Ferry Company between Vancouver and Moolyville; and contemplated line (with subsidy) to Australia. The elegant and palatial appointed steel screw passenger steamer Premier of the Canadian Pacific Navigation Company runs regularly between Vancouver, Port Townsend, Seattle and Tacoma. Besides these different lines of steamers there are ships always loading lumber at Vancouver wharves for foreign ports. The harbor at Vancouver frequently contains an amount of shipping that is seldom credited to a port so recently sprung into prominence.

Arrangements for a complete fast mail service between England and China and Australasia by the Canadian route have been decided on. In this is included a fortnightly service from Vancouver to China and Japan, and a monthly one to Australia and New Zealand. The report made by Sir George Baden Powell of the capability of the Canadian Pacific Railway to perform a punctual service throughout the year across the continent was so satisfactory that any remaining doubt felt by the Imperial authorities in regard to this was entirely dispelled, and they have finally decided to make this one of the principal mail routes between the Mother Country and its colonies.

The inauguration of a direct service between here and Australia cannot fail to be of immense importance to Vancouver.

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DRINK JESSE MOORE WHISKEY.

STAGE LINES.

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UNION PACIFIC STAGES.

ALLISTON to Olex, Glen, Condon, Mayeville and Fossil daily except Sunday, 7 a. m.; connecting at Olex Tuesday and Saturday for Gooseberry, Eight-Mile and Hardman; at Fossil for Contention Tuesday and Friday, and for Antelope tri-weekly. Connects at Condon for Lone Rock daily except Sunday.

ALMOTA to Illa, Mayview, Dixons and Pomeroy Mon., Wed. and Fri. 1 p. m.

BAKER CITY to Canyon City via Auburn, Britten, Parkers, Middle Fork, John Day and Drain daily at 2 p. m. Connects at Canyon City with stage for Burns daily. To Granite via Auburn, Britten and Sumter MWF at 7 a. m. To Cracker Creek via Auburn, Britten and Sumter daily at 9 p. m. To Cornucopia via Keading, Clarksville, Sparta, New Bridge, Kagie Valley and Pine Valley daily at 7 a. m. To Malheur via Bridgeport MWF at 7 a. m.

DATTON to Covello, Marengo, Pomeroy, Pataha City, Silcott and Lewiston daily, except Sun., 6:30 a. m.

GLAY'S to Columbus and Goldendale daily except Sunday, connecting at Goldendale for Luna, Dot, Cleveland and Bickleton Mo. We. Fri.; To Wasco, Montland, Delmore Springs, Moro, Eakinville, Grass Valley and Rutledge daily, except Sunday, at 7 a. m.

ECHO to Gailway, Alpine and Heppner Monday and Thursday at 7:30 a. m., connecting at Heppner for Pendleton and for Canyon City.

HAPPERS to Hardman and Monument, daily except Sunday. To Hamilton, Long Creek, Fox Valley, John Day City and Canyon City, daily except Sunday 6 a. m.; connecting at Canyon City for Burns MWF. To Ridge, Alby, Nye, Pilot Rock and Pendleton daily, ex. Sunday, 6:30 a. m.; connecting at Alby for Long Creek Tu Th Sat; connecting at Pilot Rock for Lena and Vinson MWF. To Echo Tu Th Sat 6:30 a. m.

LA GRANDE to Wallowa, Lostine, Enterprise and Joseph daily. To Arcadia. Connecting at Joseph for Prairie Creek, Imnaha and Silver Lake.

LEWISTON to Astotin daily, except Sunday. To Anatone Tuesday, Thursday and Saturday. To Wapa Lake, Whites, Macons, Willow Creek, Rustic, Cottonwood, Grangeville and Mt. Idaho, daily, connecting at Mt. Idaho for Glenwood, Clearwater and Elk City. To Leland, Cameron and Southwick, Mondays, Wednesdays and Fridays, 6 a. m. To Dayton daily, except Sunday. To Weippe and Pierce City, Monday. Connecting at Mt. Idaho for Freedom weekly. For White, Mason's, Willow Creek, Cottonwood and Mt. Idaho daily.

MOSCOW to Viola and Palouse 1:30 AM. To Genesee and Lewiston 1:45 AM. Connect at Lewiston for Whites, Macons, Willow Creek, Cottonwood and Mt. Idaho daily. To Julietta and Kendrick Tues. Thu. Sat. 7 a. m. To Volmer Tues. and Sat.

PRINCETON to Pilot Rock, Nye, Vinson, Lena, and Heppner daily, at 7 a. m., connecting at Pilot Rock for Alha MWF and at Alha for Ukiah TuThSat, and at Heppner for Canyon City and for Echo.

POMEROY to Pataha City, Silcott, Alpowa, Lewiston daily except Sunday, 6 a. m. To Maringo and Dayton daily except Sunday, 6 a. m. To Ping, Dixon, Illa, Almota, Mayview and Colfax Tuesday, Thursday and Saturday, 6 a. m.

ROCKFORD to Spokane Falls daily 6 a. m.

THE DALLES to Boyd, Nasona, Shorars Bridge, Hake Owen, Cross Keys, Hay Creek and Princville daily except Sunday at 6 a. m., connects at Princville with stage for Hardin, Crook, Paulina, Stewart, Silver Lake and Burns. To Dufur, Kingley, Tygh Valley, Wapinitia and Warm Springs Tu, Thu, Sat at 6 a. m. To Cross Hollows, Antelope, Muddy, Burnt Ranch, Bridge Creek, Mitchell, Caleb, Dayville, John Day City and Canyon City MWF at 6 a. m. To Rockland, Centerville and Goldendale, Wash., daily except Sunday at 1 p. m.

UNION to Cove daily except Sunday at 2 p. m. To Mineral Springs, Sanger and Cornucopia, Mondays, Wednesdays and Fridays at 6 a. m.; returning Tuesday, Thursday and Saturday at 9 p. m.

WALLACE to Emigrant and Grover Tuesdays and Saturdays. To Delta and Carbon daily.

IDAHO DIVISION—IDAHO AND OREGON.

BREWER to Corral, Stanton and Soldier; also to Muldoon, Orlinton, Ida and Broadford MWF. To Carey, Martin and Era Monday 10 a. m.

BLACKFOOT to Arco, Era, Lost River, Antelope, Housen, Cliff, Howe, Martin, Lava Creek, Battle Grounds, Dickey, Frosts and Challis daily ex. Sunday, 7:30 a. m.; connecting at Challis for Custer, Bonanza, Blakeley, Bay Horse, Clayton and Crystal.

BURNS to Salmon Falls Wednesday and Saturday, Briggs Tuesdays at 7 a. m.

BOISE CITY to Idaho City, Centerville, Placerville and Quartzburg dly 7 a. m. To Star and Middleton Tuesdays, Thursdays and Saturdays. To Horse Shoe Bend, Squaw Creek and Ola semi-weekly, connecting for Van Wyck. To Mayfield semi-weekly. To Crawford Monday and Thursday.

CALDWELL to Polson Creek, Hawkville, Shoaville, Jordan Valley, Delamar, Middleton and Emmett, Monday, Wednesday and Friday at 7 a. m.

ELGIN to Enterprise daily; connects with stage for Flora Monday and Friday.

HAILEY to Bullion, Oldham, Ketchum and Bellevue daily. To Doniphas, Orlinton, Soldier and Corral daily, 8:30 a. m.

KETCHUM to Chilton, Bay Horse, Challis, Custer and Bonanza, daily except Monday, connecting at Dickey with stages for Lost River points. To Galena and Sawtooth Monday, Wednesday and Friday, 7 a. m.

MARRET LAKE to Roxburg (Kaintuck P. O.) Berry, St. Anthony, Lgin and Edmunds 9 a. m. daily except Sunday.

MINIDOKA to Albion daily 7 a. m. Connect at Albion with stages for Goose Creek, Bridge, Conant, Kelso, Oakley, Basin and other points in Cassia county, and to Kelton, Utah.

MONTPELIER to Ovid, Paris, Bloomington, St. Charles, Fish Haven, Garden City, Laketown, Randolph, Woodruff and Evanston daily ex. Sun., 12:50 p. m. To Afton, Wyo., semiweekly.

MOUNTAIN HOME to Dixie, Lime Creek, Pine Grove, Junction Bar and Rocky Bar daily, except Monday, 6 a. m. To Castle Creek, Bruneau Valley, Grand View and Oroona Monday, Wednesday and Friday.

NAMPA to Walters, Reynolds, Boonsville and Silver City daily 7 a. m. Connecting at Boonsville for Jordan Valley, De Lamar and other points.

ONTARIO to Vale daily except Sunday. To Vale, Glenn, Dell, Stone, Malheur, Bridgeport and Baker City Mondays, Wednesdays and Fridays. Connecting at Vale for Westfall, Boush, Dreway, Harney City and Burns daily except Sunday, 4:30 a. m. Connecting at Burns for Princville, Canyon City, Fort Bidwell and Lake View. To Diamond Mon. and Thurs. To Mason Wed at 7 a. m.

OSBORNE to Delta daily.

PAYETTE to Emmett, Falk's Store, Star, Middleton and Nampa Tuesdays, Thursdays and Saturdays at 6:30 a. m., connecting at Emmett with stage for Squaw Creek, Horse Shoe Bend and Placerville Tu. and Sat.

SHOSHONE to Shoshone Falls daily 7:30 a. m. **SODA SPRING** to Blackfoot River, Omega, Round Valley, Bridge Creek, John Day's Lake and Cariboo Monday, Wednesday and Friday 8 a. m.

VALE to Llanos, Westfall, Boush, Dreway, Harney and Burns daily except Sunday.

WEINER, Id., to Sater, Manns Creek, Middle Valley, Salubria, Indian Valley, daily, except Sundays, at 7:30 a. m.; to Council Valley, Salmon and Meadows, Mondays, Wednesdays and Fridays 7:30

CHAS. H. DODD & CO., Proprietors, 101 N. 3rd St., Portland, Ore.

a. m.; connects at Council Valley for Dale Tuesday, 7:30 a. m.; to Rushburg from Salubria Sunday and Wednesday 7:30 a. m.

MONTANA AND IDAHO.

ARACONDA, Mon. to Cable and Georgetown MWF.
BLACKFOOT, Id., to Antelope, Arco, Bay Horse, Bonanza, Cable, Carbonate, Challis, Clayton, Cliff, Crystal, Custer, Houston, Howe, Martin, Krs, Lava Creek, Dickey's, Frost and Lost River daily, ex. Sun., 7:30 a. m., connecting at Dickey for Custer and Roseman Mo. We. Fri. To Muldoon via Arco.
BUTTE, Mon. to Grace and Pipestone Springs Mo We Fri. To Burlington daily. To Champion Su Mo We Fri.
CHALLIS, Id., to Bonanza and Custer daily except Sunday, 6 a. m.
CANAS, Id., to Birch Creek, Nicholia, Bannister, Junction and Lemhi Avenue daily, ex. Sunday, 7 a. m. To Clyde Tu Th Sa.
CHINOOK, Mon., to Canas Friday at 8 a. m.
DILLON, Mon., to Point Rocks, Sheridan, Laurin, Adobetown, Puller Springs and Virginia City daily, 8 a. m. To Point Rocks, Sheridan, Twin Bridges, Silver Star, Fish Creek, Whitehall and Boulder Valley daily, 8 a. m. To Argenta and Bannock except Sunday, 9:00 a. m. To Salisbury daily.
DIVIDE, Mon., to Dewey's Flat daily. To Ralston, Downen and Wisdom Mon. and Thurs. 8 a. m.
EAGLE ROCK, Id., to Taylor (formerly Lewisville), Platt and Labelle three times a week.
JUNCTION to Musselshell, Flatwillow, Grass Range, Alpine, Ft. Maginnis and Maiden 8 a. m. Mon Wed Fri.
MALLOS to Glendale, Greenwood, Lion City and Hicla daily, 8:30 p. m. and 9:40 p. m.
OXFORD to Oxford City and Maia twice a day. To Clifton and Weston Tuesday, Thurs. and Sat. Connecting at Maia for Cherry Creek, Henderson Creek, Muddy Creek, Id., and Fortago, Squawtown and Collinson, Utah, daily. To Treasureton and Gentle Valley Tuesday, Thursday and Saturday.
RED ROCK, Mont., to Amesville and Plainview Mont., Cold Spring, Ft. Lemhi and Salmon City, Id., daily, 6:00 a. m., connecting for Shoup and Gibbonsville tri-weekly; also with Pine Creek, Haldee and Leesburg route at Salmon City.
RIVERSIDE to Corvallis daily except Sunday.
ROSBURG to Basinski, Harris, Lee, Lame Deer, Muddy and Hutton Mondays and Fridays 8 a. m. To Albright Tu Sat.
VIRGINIA CITY to Adobetown, Junction, Laurin, Sheridan, Twin Bridges, Silver Star, Fish Creek, Whitehall, Boulder daily, connecting at Cherry Creek for Point of Rocks and Dillon.

EAST SIDE STAGES.

ACER (Willow Creek) Cal., to Bogus, Klamath, Hot Springs, Keno, Plevins, Linkville, dly connects at Linkville daily for Lakeview, Silver Lake, Tule Lake, Paisley, Bly, Klamath, Reservation and Ft. Klamath.
ASHLAND to Barron, Soda Springs, and Shake horseback.
AUMVILLE to Stayton daily, connecting with Narrow Gauge trains going north at 10:36 a. m.; going south at 1:45 p. m.
BROWNSVILLE to Crawfordville and Holley daily except Sunday at 8 a. m.
CHACAMAR to Logan and Viola Tuesdays and Fridays, 9:30 a. m.
DRAIN to Elkton, Center Bend, Kellogg, Scottsburg, Gardiner, Norfolk, Florence, Empire City, Sulphur Spgs and Coos Bay, Monday, Wed. and Friday at 8 a. m. to Elkton and Scottsburg. Private conveyance from Elkton to Center Bend and Kellogg. Steamers from Scottsburg to Gardiner, Norfolk, Shipshur Springs and Mouth of Umpqua. Beach stage from Gardiner to Florence and from Mouth of Umpqua to Empire City, Marshfield, Port Offord, Bandon, Coquille City, Randolph and all parts of Coos and Curry

counties. Connect with ocean steamers at Empire City once a week for San Francisco. To Cartwright Sat.

EAST PORTLAND to Mt. Tabor, Powell's Valley, Rockwood, Pleasant Home, Sandy, Marmot, Killgaver, Damascus, Paynesville, Alms, Gresham, Cherryville and Russellville daily at 9 a. m.

EMERSON CITY to Lewistown, Crow, Long Tom and Franklin weekly. To Elmira, Cheshier, Walton, Meadow, Seaton, Aome and Florence Monday and Thursday. To Coburg, Monday, Wed and Sat. To Mohawk, Isabel, Mabel and Deadwood Monday and Thurs 6 a. m. To Camp Creek, Waltherville, Leaburg, Blue River, McKenzie Bridge and Foley Springs Tuesday. To Duckworth Monday. To Alpha Mo and We.

GOLD HILL to Sam's Valley daily except Sunday 9 a. m.; for Beagle, Elma, Whelpley, Deskline and Spikenard, Mo Thu, 6 a. m.

GOSHEN to Pleasant Hill and Dexter daily except Sunday 7 a. m.

GRANT'S PASS to Wilderville Kerbyville and Waldo, Or., Gasquet, Crescent City and Anderson, daily except Sunday 7 a. m. connect at Crescent City with stage for Gold Bluff and Trinidad, connect at Wilderville with stage for Jacksonville. Connect at Waldo for Happy Camp and Althouse, and at Smith River, Cal., for Uketo and Ellensburg.

JACKSONVILLE to Applegate, Murphy, and Wilderville Monday and Friday at 6:00 a. m. To Uniontown Wednesday at 8 a. m.

JUNCTION CITY to Monroe daily except Sunday at 2:15 p. m.

LAKEVIEW to Paisley, Summer Lake and Silver Lake, Monday and Friday at 8 a. m. To New Pine Creek, Willow Ranch, Alturas and Hedding, MWF 6 a. m. To Linkville 1:30 a. m. daily.

LEBANON to Sodaville, Waterloo, Santiam and Sweet Home daily.

LINKVILLE to Naylox, Klamath Agency, Fort Klamath, Tuesday, Thursday and Saturday at 7 a. m. To Daily, Bonanza, Bly and Lakeview daily. To Plevins, Keno, Boswick, and Ager daily; Tule Lake and Clear Lake, Cal., Tuesdays 6 a. m.

MACLEAY to Clymer dly ex Sun, at 10:30 a. m.

MARPOD to Eagle Point, Brownsboro, Big Butte and Lake Creek Mon., Wed. and Thurs. To Applegate Monday and Friday.

OAKLAND to Cleveland, Elkhead and Louis Tuesday and Saturday, 1 p. m. To Kellogg Sat. 8 a. m.

ORSON CITY to Carns, Mulino, Molalla and Wilhoit daily. To Mink, Mulino, Meadow Brook, Union Mills and Clarke Tues., Thurs. and Sat.

RIDGELS to Canyonville, daily except Monday. Tri-weekly mail between Canyonville and Day's Creek. Private conveyance to Elk Creek and Green Mountain Mine.

ROSEBURG to Looking Glass, Eighteen-Mile House, Lairds, Dora, Gravel Ford and Myrtle Point except Sunday, connecting with Coquille river steamers, connecting at Dora for Fairview, Sumner, Marshfield, Empire City and Coos City. To Civil Bend, Ten-Mile, Olalla, Gold Beach and Canas Valley, Mon., Wed. and Fri. Connecting at Fairview for Coquille, and at Coquille for Port Orford, Denmark, Norway, Bandon and Randolph, and at Coos City with coasting steamers. To Gravelford, Angora, Elliott, Arago and Eckley dly ex. Sun. To Oak Creek and Gilde Tule, and Sa. To Molross, Cleveland, Umpqua Ferry, Cole's Valley, Rockway, Millwood and Wardton Tuesdays, Thursdays and Saturdays. To Basinski Monday. To Myrtle Point daily except Sunday at 6 a. m.

SALAS to Willards and Lewisburg Tuesday and Friday 8 a. m. To Deucal and Anthony Tuesday and Friday 2 p. m. To Lincoln, Zena, McCoy and Perrydale daily except Sunday 6:30 a. m. To Macleay, City,

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DRINK JESSE MOORE WHISKEY.

LEWIS & DRYDEN'S RAILWAY GUIDE.

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mer, Whiteaker and Knight daily except Sunday 7 a m. To Croston, Independence and Monmouth daily except Sunday 1 p m. To Howell and Silverton daily except Sunday 1 15 p m. Kola, Dixie and Dallas daily except Sunday 1 p m.

74—SHENANDO to Peoria and Oakville daily ex. Sun.
75—SPRINGFIELD to Camp Creek, Walworthville, Leaburg, Blue River, McKenna Bridge, Belknap Spring and Foley Springs Mondays, 8 a m. To Jasper, Fall Creek, Lowell and Hill Mondays, 8 a m.

76—ST. PAUL to Fairfield and Butteville daily.
77—TURNER to Aumsville, Sublimity, Stayton and Mehama daily except Sunday, 11:45 a m; connecting at Mehama for Fox Valley and Rock Creek Tuesday, Thursday and Saturday, and at Mehama for White Bull, Capital and Canal Fork mines, Pilgrim mining district.

WEST SIDE STAGES.

78—CORNELIUS to Green Hills, Buxton and Vernonia, 6:30 a m MWF.

79—AIRLINE to Lewisville.

80—FOREST GROVE to Greenville, Buxton, Vernonia Tuesday and Friday.

81—McCORD to Perrydale, daily, 11 a m. To Salem, Lincoln, Zena and Bethel at 1 p m.

82—SHERIDAN to Williams and Grand Ronde daily. To Grand Ronde, Dolph, Neskevin, Media and Orestown Tuesday and Saturday.

83—NORTH YAMHILL to Fairdale, Trask and Tillamook, daily ex. Sun, 8 a m; connecting at Tillamook for Jawbone, Kelseys and Bay City daily ex. Sunday; for Kileha, Hobsonville, Garibaldi, Trask, Nestcott, Hebo and Dolph twice a week, and for Netarts weekly.

84—PARKER to Buena Vista, daily 11:39 a m and 2:15 p m.

85—PORTLAND to Fulton, from First and Taylor sts., 9:30 a m, 2:30 and 8 p m, except Sundays, 12 noon, 4 and 8:30 p m Sundays only.

86—PORTLAND to Lena, Damascus, Eagle Creek, Currieville, Springwater and Highland Mondays, Wednesdays and Fridays, 6:30 a m from P. O.

87—PORTLAND to Cedar Mill, Bethany, Mist, Union, Glencoe and Hillsboro, Tuesdays, Thursdays and Saturdays, 8 a m from P. O.

88—PORTLAND 35. Helens, Columbia City, Kalama, Rainier, Cedar Landing, Mayger, Stella, Oak Point, Quinn, Manzanillo and Clatskanie 6 a m Mo Wed Fri.

89—ST. HELENS to Vernonia via Pittsburg Tu Th Sa.

90—YAQUIMA to Ona and Waldport Monday and Thursday 7 a m. To Newport daily on arrival of trains.

N. P. R. H. STAGES.

91—AVON to Blackfoot and Washington Gulch Tu Th Sat at 8:30 a m. To Jefferson Gulch, Helmsdale and Oquendo daily at 10:35 a m.

92—BIG TIMBER to Melville, Hurst, Big Elk, Clarence, Martindale and Sweet Grass Monday, Wednesday and Friday, connecting at Martindale for White Sulphur Springs, Tuesday, Thursday and Saturday.

93—BILLINGS to Bercini, Oka, Uhet, Ulica, Stanford, Yale, Belt, Mann, Geysier, Great Falls and Ft. Benton, except Sunday, connecting with stage at Oka for Malden and Ft. Maginnis, and at Ft. Benton for Ft. Assiniboine. Connecting at Cora for Kibbey, Clendenin, Nelhart and White Sulphur Springs Monday, Wednesday and Friday; at Ft. Benton for Lewiston, Denton, Samples, Davidson, Steele and Deerfield, Mon., Wed., Fri. To Lavina, Harcot, Buffalo Creek, Philbrook, Lewiston, Geysier, Ulica, Belt, Mann, Stanford, Malden, Great Falls, Cottonwood and Barker Thurs. and Halbert daily ex. Sun, connecting at Lavina for Shawmut and Roundup daily. To Sahara Monday.

94—BOULDER VALLEY to Sheridan, Twin Bridges, Silver Star, Fish Creek, Hope, Whitehall, Elkhorn and Dillon daily.

95—BOZEMAN to Red Bluff, Washington Bar, Meadow Creek, Enola, Cherry Creek Mine and Virginia City daily ex. Sun. at 8 a m summer, 8 a m winter, connecting at Virginia City with daily stage for Dillon. To Salesville Mon, Wed and Fri. To Springhill semi-wkly.

96—CENTRAL POINT, Or., to big Butte MWF

97—CINNABAR to Mammoth Hot Springs, MWF 10:18 a m. To Livingston 4 p m daily. From Mammoth Hot Springs to Cook City MWF at 8 a m.

98—COLLAX to Almont, Ills., Mayview, Dixon and Pomeroy Tu, Th. and Sat at 1 p m.

99—CUSTER, Mon., to Ft. Custer, Crow Agency, Custer's Battle Ground, Little Big Horn, Pass Creek, Brown Springs, Buffalo, Ft. Fetterman, Ft. McKinney, Dry Cheyenne, Powder River, Sheridan, Soldier Creek, Tongue River, Antelope, Hyams and Big Horn City, Wyo. daily at 7:30 a m. To Junction City twice a day, connecting with stage for Buttes, Musselshell, Flat Willow, Grass Range, Fort Maginnis, Malden and Alpine Monday, Wednesday and Friday, 8 a m. Connect at Malden with daily stage for Fort Benton, Great Falls and all points in Judith Basin; also for Billings. To Lec Monday 7 a m.

100—CHICAGO to Fridley, Gardner and Phobisburg daily. To Emigrant Gulch Mine.

101—DAVERPORT to Wilbur and Almira daily, connecting at Wilbur for Ruby City and Conconully Tuesdays, Thursdays, Saturdays; to Cottonwood, Laurens, Egypt, Fort Spokane, Fruitland daily; to Vico, Brent's and Sherman Tuesday, Th. day and Saturday 8 a m.; to Hessestine, Lincoln, Elmer, Douglas, Voorhees, Barry, Grand Coulee, Okanagan, Waterville, Ruby City, Salmon City and all points in the Conconully mining district, Monday and Thursday, 8 a m; connecting at Salmon City for Shoup; at Hessestine for Wilbur and Davline. To Harrington Tuesday, Thursday and Saturday, connecting with stage for Wilbur, Earl and Deer.

102—DEER LODGE to Champion daily.

103—ELLANBURTO to Rock Island, Wanatchee, Delmo Springs, Orondo, Cosmano, Waterville, Okanagan, Rock Island Landing, Lake Chelan, Methow Landing, Ruby City and Conconully Monday, 5 a m. Connecting at Rock Island Landing with steamer for Wanatchee and Orondo; at Orondo with stage for Badger and Waterville; at Waterville with steamer for Cosmano and at Cosmano with stage for Ruby and Conconully. To Oren and McCallum once a week. To Burge Tu and Sat. From Burge for Wenas and North Yakima Mo and Fri.

104—GALLATIN, Montana, to Gallatin City and Three Forks daily except Sunday, 11:00 a m. and 5:00 p m. To Harrison, Willow Creek and Pony daily except Sunday, 7 a m.; connecting at Willow Creek for Plevina daily.

105—GLENDALE, Mon., to Burns Creek, Tonka, Newlon, Ridelawn and Ft. Buford Monday, Wednesday and Friday at 8 a m, connecting at Ft. Buford for Highwood Tuesday, To Poplar River and Wolf Point, via Buford and Poplar Creek Agency Mo, We, Fri at 8 a m. To Camphor River.

106—GOLD CREEK to Pioneer City daily, 8:20 p m.

107—GRANTSDALE to Como and Darby Tuesday, Thursday and Saturday 8 a m. To Sula Thursday only.

108—HALSEY to Crawfordville daily.

109—HELENA to Diamond, York, Fort Logan and White Sulphur Springs, Monday, Wednesday, Friday. To Dupuyer and Canyon Ferry, MWF. To Canyon Creek and Carterville MWF.

110—KOOTENAI to Bonner's Ferry Sun, Tues, Wed and Fri at 7 a m. Connects with steamer Galena at Bonner's Ferry for Nelson and Warm Springs, B. C., and intermediate points, Sun and Wed. Steamer leaves Bonner's Ferry Mon and Thurs at 4 a m.

111—LIVINGSTON to Clyde Park and Meyersburg Tu. Sat. To Fridley, Chico and Gardiner, Mont., and Mammoth Hot Springs, Wyo., daily except Sunday, connecting at the Springs for Cooke weekly. To Cokedale daily 10 a m, 8 p m. To Castle 6 a m MWF.

112—MUSKIE CITY, Montana, to Hotchkiss, Misspah, Belle Fourche, Powderville, Franklin, Stoneville, Alzada, Riverdale, Forks and Spearfish, Wyo., Monday, Wednesday and Friday, 8 a m. To Cutler, Etha, Garland, Brandenburg, Ashland, Birney and Crow Creek Wednesday and Thursday, 8 a m, con-

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P. O. 1

THE FOCAL CITY.

Fairhaven the Great Metropolis
of Bellingham Bay.

Splendid Tributary Country.

Most Surprising Growth of the
Entire Century.

The cities of Fairhaven, Bellingham, Se-
nomo and Whatcom are all located along
Bellingham Bay within a distance of seven
miles. The four places are connected to-
gether by wide and spacious streets and
well built, substantial sidewalks. There
are also several steamers that ply the bay
between the cities. The cities are all supplied
with electric lights, water and gas works.
In addition to this they all have excellent
hotel facilities. In this respect Fairhaven
leads. Here but recently a \$150,000 modern
stone and brick hotel has been thrown open
to the traveling public. Over one million
dollars have been spent in this vicinity in
street improvements within the past year.
The substantiability of all improvements
shows that the progress is not spasmodic
but permanent. The wharves alone are
evidence of this.

In this district substantial cities grow
rapidly, and men get rich in a few years
from the investment of comparatively small
sums of money. In all the four cities the
slope from the bay to the hills is so gradual
as to be hardly perceptible. But when the
top of the ridge is reached the view is

simply magnificent in its grandeur and
beauty. On the bay there are no less than
twenty huge lumber mills, working at full
capacity night and day, yet the demand for
lumber for building purposes cannot be
promptly supplied owing to the rapidity
with which houses and stores are erected.
A machine shop and milling manufactory
might be instituted at once and begin
operations with a profit as soon as the plant
began work, such great quantities of all
kinds of machinery is used.

CLIMATE.

The annual rainfall at Olympia, where
there is a United States signal station, is 65
inches; at Fairhaven it is 35 inches. The
rainfall varies greatly at different points on
the Sound, owing to the great height and
trend of the mountains, so that the general
impression in the East that constant effort
is necessary to keep from becoming moss-
covered and web-footed is quite erroneous.
During the rainy season an entire month of
bright sunny weather often occurs, while
the summers are delightful. A person can
live as long on the Sound and remain as
healthy as at any point in the United
States.

Fairhaven is lit by an excellent system
of electric lights, arc and incandescent,
and nearly every private house uses the lat-
ter, while the streets are illuminated all
night by the former, and many of the arc
lights are used in the stores, hotels and
other business houses. A company has
been organized to construct an electric
street railway service and that work has
already commenced.

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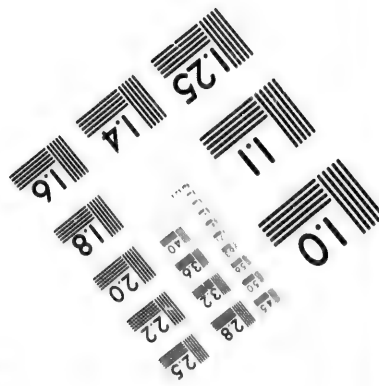
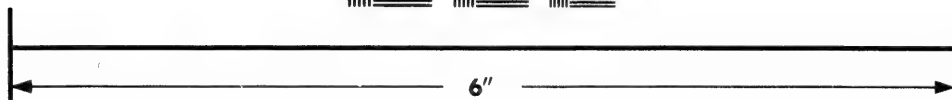
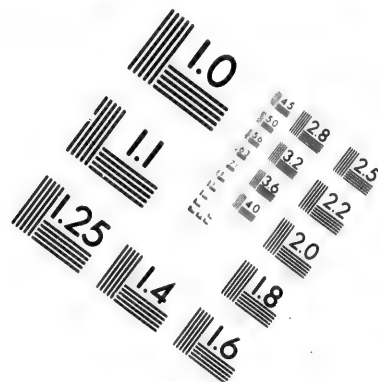
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Attorney at Law.

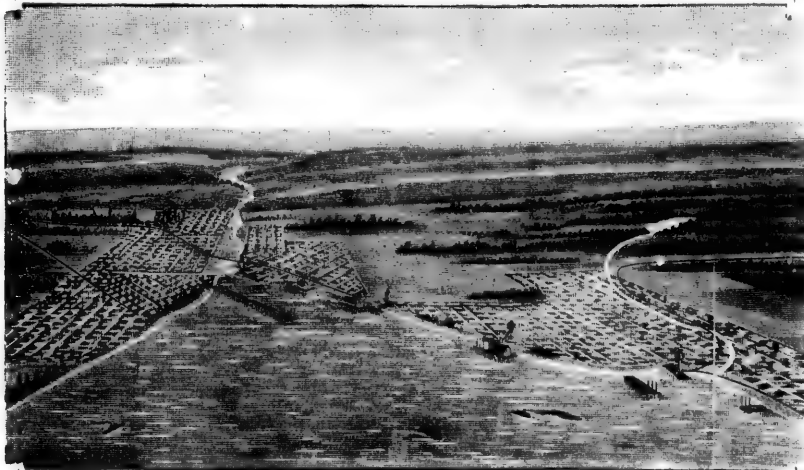
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SOME POINTERS.

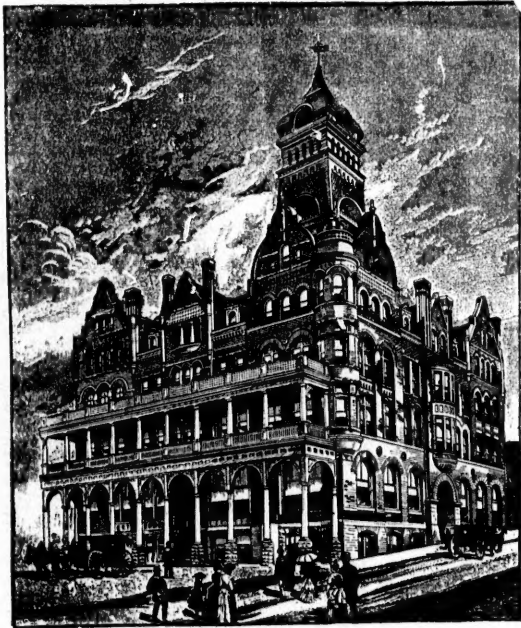
There are 10,000,000 acres of timber lands in Western Washington whose product is so varied and prodigious as to almost stagger human imagination and belief. Not less than one-fifth of this lies along the streams and bays tributary to Fairhaven.

The iron mines of two groups now being developed near Fairhaven are roughly estimated to contain five hundred million tons of the finest Bessemer ore above the five hundred-foot level, while other vast deposits are known to exist near by.

months, no city in America, or elsewhere, can make such a showing for the negotiation of securities on a large scale for any further needed public improvements.

Fairhaven has grown more rapidly yet more substantially than any city of the Pacific Northwest. It stands as a living and developing monument to the energy and enterprise of those who had faith in her bright future.

The Fairhaven & Southern road that some time ago was purchased by the Great Northern, is running several trains a day in



HOTEL FAIRHAVEN.

Fairhaven has tributary twenty thousand acres of coal lands whose product ranges from lignite, semi-bituminous and pure bituminous to semi-anthracite. Much of it contains sixty to seventy per cent of fixed carbon.

With public improvements such as gas, water-works, electric light, street grading and paving, public schools and fire equipment, etc., costing altogether over \$1,000,000, Fairhaven has no debt. With an assessed valuation of nearly \$8,000,000, which will doubtless double inside of twelve

and out of the city and is doing a phenomenal passenger and freight traffic all along the line.

Communication between Fairhaven and the other cities of the Bay has been made easy by the running of convenient stage coaches and frequent boats. The cities are practically one in interests and the time is not distant when consolidation will be effected that will be advantageous to all.

The merchants of Fairhaven are very prosperous. Business has increased in incredible proportions in the past year, and new ventures are being constantly launched.

PORT ANGELES.

The Best and Nearest Harbor to the Pacific Ocean.

Also Sub-Port of Entry.

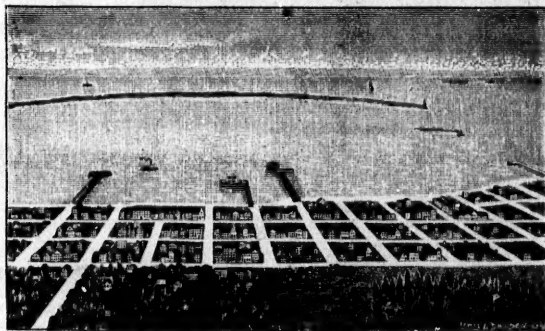
PORT ANGELES, Washington, is situated on the Straits of San Juan de Fuca, sixty miles from the Pacific Ocean and about the same distance from Puget Sound. It is almost due south from Victoria, B. C., the distance across the Straits between the two being about twenty miles.

Overlooking Port Angeles harbor and the Straits, in beauty out rivaling the Vesuvian so celebrated in story, and so sung of poets, stands the town of Port Angeles—her level flat of the business portion, twelve feet above high tide; the commanding plateau, comprising the residence portion, eighty feet

for a large city. One of them would supply water enough for power in manufacturing, but it has not yet been utilized. The fall of these water-courses is great enough to afford pressure sufficient for protection against fire and all practical uses by constructing a reservoir just back of town.

Congress has just passed a bill appropriating \$300,000 for the survey of all Government land in Western Washington. A large part of this sum will be expended for the survey of land tributary to Port Angeles. This, when opened up for settlement, will receive a big immigration from all parts of the United States.

Port Angeles has a population of 2000, which is being added to each week by probably 100. It has forty business houses, five hotels, the U. S. signal office, two sawmills, two newspapers, and electric lights and electric railway planned.



higher; the mighty Olympic Mountains and their snow-clad peaks just to the south looking down in solemn grandeur; the beautiful scenery of Vancouver Island, and its delightful city, Victoria, to the north; the path of a thousand steamships, sailing vessels, tugs, etc., within a stone's throw of Port Angeles, made in their trips to and from all parts of the world; and last, but not least, the activities of creative industry now existing at busy Port Angeles, all mirrored in the blue depths of Port Angeles harbor.

Port Angeles is the largest and principal town of Clallam county, and is the only town (except Washington, D. C.) laid out by the U. S. Government. This county has a water front of over ninety miles on the Straits of Fuca and more than fifty miles on the Pacific Ocean. Its area is about 3000 square miles.

There are four mountain streams of pure water running through the town, any one of which would furnish sufficient water supply

The Wilder addition is owned and handled by the Gate City Realty and Investment Co. of Port Angeles. This company has its main office at Port Angeles and is doing much for the development of the town. It buys and sells for non-residents and can be relied upon in every particular.

Their Portland agents are The Woodhull-Underwood Co., whose office is in the new and famous Hotel Portland.

Wilder's addition to Port Angeles is situated near the west end of the townsite, and but a short distance from the proposed line of railroad, which is already graded, and on which it is expected work will soon commence.

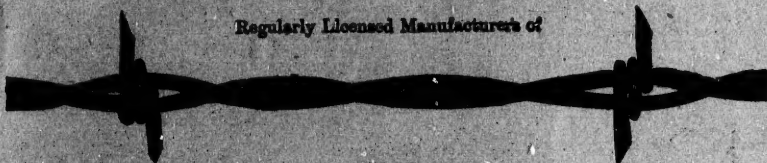
Only a short distance back of the 640 acres recommended by the Chamber of Commerce for parks, and overlooking the waters of the Straits, and the city of Victoria in the distance, in the near future this addition will doubtless be in the heart of the future great city of Port Angeles.

CALIFORNIA WIRE WORKS

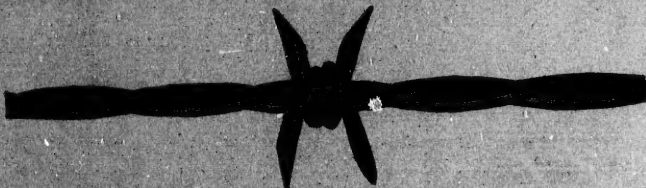
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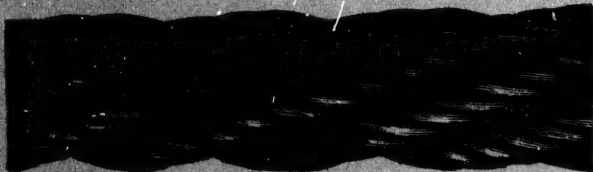
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Wire Rope of every Kind, Round and Flat.

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